

From: [Andy Kanigowski](#)
To: [Stein Stephen](#)
Subject: Re: Questions
Date: Wednesday, July 27, 2022 9:24:09 AM
Attachments: [image001.png](#)

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Stephen

FYI - Martin has not responded yet to my e-mail on you're b.c.c. as of this morning, so he must be traveling or out or reach
I'll get back to you as soon as I'll hear from him.

But in a meantime I had one more idea that you may use:

Short story (as I need to run to my business);

Motor-less Gliders need aero-tow behind a tow-plane, to altitude of about 600 - 1000 ft AGL so the glider pilot can release the tow rope to continue his free flight.

Tow pilots know which glider (behind them) is loaded with water ballast, to give them higher speed during towing,
as otherwise the fully-loaded glider may stall even on the aerotow.

Ely Nevada had just one tow pilot getting there on contract with his tow-plane to tow all the gliders during that record-breaking camp (shorter summer season only)

If I remember correctly, that tow pilot was the first one to see Marek's crash site from the air.

I do not know the name/contact of that tow pilot,
but if you would call Ely Airport operator, introduce yourself, and ask for the name and contact info to that tow pilot 2 years ago,
you'll get first-hand info, if he was towing fully-loaded or empty sailplanes, as indeed for the pure "pleasure flight" around the airport only, some student pilots may take-off without any water ballast.

But all those competition pilots who drive one full day from LA to Ely, NV. for a "summer camp", and for any of others from the East Coast or from overseas, to try this record-soaring conditions, to make their long cross-country flights, in high-performance gliders, that are ALWAYS taking full ballast at the take-off, as such ballast is always needed for faster glide between thermals, and not needed only for landing, or for a wvery weak thermals day.

So that tow-pilot at Ely, NV airport will tell you what you need, first-hand.

I must run now,
have a good day,
andy;

Thanks & Best Regards,
Andrew S. Kanigowski



[REDACTED]

On Wednesday, July 27, 2022 at 07:57:16 AM PDT, Stein Stephen [REDACTED] > wrote:

Andy – Reviewing now. Is it OK if I place our email exchange in our public docket?

From: Andy Kanigowski <[REDACTED]>
Sent: Tuesday, July 26, 2022 3:01 PM
To: Stein Stephen <[REDACTED]>
Subject: Re: Questions

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Hi Stephen,

see my AK notes below your lines:

Thanks & Best Regards,

Andrew S. Kanigowski

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

On Tuesday, July 26, 2022 at 12:49:10 PM PDT, Stein Stephen [REDACTED] > wrote:

Hi Andy,

1,100! My heart goes out to them.

AK; these overheating victims are usually elderly, with breathing problems, as rarely anyone has any air-conditioning system home.

London is on the latitude even North of Vancouver, so who needs home air-conditioning in Summer in Canada?

On the contrary, I appreciate the extra information you provided in your email.

AK: You're welcomed, sorry again if it was too long, I thought that as a fellow-pilot you may be interested in specifics of our

"flying on empty", no engine, no gas on board, but the World Record in distance of flight is over 3,000 kilometers, and record speeds on the usual 100, 300, 500, 750, 1000, 1250, 1500 KM long distances (out-and-return and triangular routes), with the landing at the same point of take-off are about 200 km/h (sorry, all international records are measured in the metric system).

I will ask Martin to send us not only the logged hours in that type of glider, but also the list of all records that Marek accomplished,

most of them in Ely, Nevada, known for superb thermal activity area, and a "Mekka" for world-class glider pilots seeking to beat such speed and distance records.

If you're going back to Martin for the logbook information can you please also ask him to provide the names/contact information for anyone he interviewed and that his father may have spoken to that morning about the flight?

AK: I will certainly ask for these names/contact info, without hinting what questions you're, interested to ask, and will pass to you.

Also, is your highest altitude during any flight contingent on the thermal or can you usually ride the thermal as high as you want?

AK: there are basically 3 types of cross-country flights in a glider:

1. the most popular in "hopping" between the Cumulus Clouds, from one cloud to another, circling in a thermal of raising air under young/growing Cu, all the way to the cloud-base, which in Western US is commonly between 12,000 - 20,000+ feet.

in the record day even higher (we are using oxygen above 12,000 ft)

2. another popular is "Ridge Flying. on the wind side (updraft side) of a long mountain ridge, like in the Allegheny the longest flights were about 1,500 KM, in the out-and return distance flights (over the whole length of the Alleghenies, but these are not high altitude flights

(on our West (California) side, the White Mountains range (East of Bishop) is very good for both Ridge and Thermal flying, with a very long "cloud-street" standing over the White Mountains, one can ride it very fast and without even any circling, known as a "dolphin flight" in one direction only, under the "cloud-

street". Even the Hang-Gliders are making 500 km long flights... But it is high enough, that it is very cold already under the clouds... One I was getting cold at about 5 KM altitude, in my glider's cockpit, but when I saw a glider pilot hanging under his hang-glider at the same altitude without a wind/screen/canopy, I felt much warmer right away...

3. The highest and longest flights are on the "Mountain Wave", on the down-wind side of the mountain chains, in the whole air mass is "waving" all the way up to the Stratosphere, forming "stationary" Cumulus Lenticularis clouds (i shape of a "lens"), being formed all the time on the on-wind side (with LIFT side), and dissipating in the down-wind (SINK) side, in much the same way as a river water is weaving after passing a boulder...

Here in the West Coast the entire Sierra Nevada Range is producing excellent weave flights, I have seen cruising airline aircraft from the top (with flights above 30,000 ft being common in Winter months, with strong Westerly winds perpendicular to Sierras.

But the above 3,000 KM World record was flown above Andes/Argentina, and so was a World Altitude flight of over 50,000 ft

(using a pressure suit of a jet fighter pilot, and a special glider equipped for such record flights)

But still - "Flying on Empty"...

brgds,

andy

p.s. I'll get back to you the moment I hear back from Martin

Thanks,

Stephen

From: Andy Kanigowski [REDACTED] >
Sent: Monday, July 25, 2022 6:12 PM
To: Stein Stephen <[REDACTED]>
Subject: Re: Questions

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Hi Stephen,

with many thanks for your e-mail, please see my AK answers below your lines:

Thanks & Best Regards,

Andrew S. Kanigowski

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED] Monday, July 25, 2022 at 03:16:29 PM PDT, Stein Stephen [REDACTED] wrote:

Hi Andy,

I hope you're enjoying your summer so far. Heck of a heat wave we're in right now!

AK: YES, everywhere is hot ! in my native Europe included; 42 Celsius = 108 F in England & France, etc...

(it is "normal" here, but not over-there. more than 1,100 people have died from heat in Portugal alone !!)

I'm drafting the final report for the investigation and had a few follow-up questions for you...

1. I saw an email exchange between you and Tom about Martin's total flight time. Would you be able to provide a ball park estimate of his total time in the Schleicher?

AK: with your permission, I would have to contact Martin (son) to get precise info (and of course I would correct Pilots name to Marek)

1. Can you give me a little background on this flight? I know Martin was a professional and likely

practicing, but I'm looking for detail

AK: Yes but again, ditto as above, I would need to refresh my memory with Marek's son (Martin), who was on-site of the crash when debris of the glider was still there, and he was talking first-hand with all local pilots who flew together with Marek on that fateful day of July 11.

FYI - I was having over the phone (and by e-mail) exchange with Marek in the evening a day before, on July 10th, and remember he told me that he will take another shoot for some another record flight (speed on a long distance flight, that route/distance must be formally declared before start). So I know for sure that it was not a "practice" flight, but every morning starts with an attempt to beat the speed or distance flight.

And only if the weather is not cooperating in mid day, the attempt for record can be abandoned, when it becomes evident that the thermals are not too strong, or too much CU on the sky to limit thermal activity, or the thunderstorm on declared route, forcing a time-consuming go-around... So when it becomes evident that the declared long-route can not be completed before sunset, then record attempt flight is abandoned, pilot returns from the cross-country flight to get closer to home. to avoid off-field landing (always dangerous in a desert)

then dumping all the water ballast before landing safely on the same airport, (usually there are no volunteers of the "ground crew" to sit on the hot desert airport and awaiting to drive for the off-field landed pilot in the evening, lost night and often lost all day next day, which MAY be that RECORD flight day.

So the usual routine is, that when glider pilot abandons the record attempt, he / she returns closet to the airport, to reach it safely even if the weather/thermals quit completely, the pilot dump the whole water ballast completely before landing (for safe landing) and then galls full on the ground, secure/tie-down the glider in its designated tied-down spot, and to make another declaration/attempt the next day morning.

It also invalidates the record attempt if the landing at the destination airport is after Sunset. So I also remember, in my last contacts with Marek, we were talking of the possibility to install even some temporary positioning lights in his wing-tips, you know, Green & Red + White on the tail, battery operated just for that post-sunset minutes? He was not sure, although we are all certified to fly the night flights in a glider with such positioning lights, plus Marek was very experienced retired Airline Captain with full IFR ratings.

Such post-Sunset legal flight is important just for the record. as the last thermal of the evening can be utilized till in late evening, to get maximum altitude, which can be easily be say 20,000+ feet (of the cloud-base) then with a glide-ratio of 50-to-1, that altitude could be exchanged in the "final glide" for some 140 kilometers distance, in a very smooth still air, then the landing can be easily done even in full darkness, with the runway lights activated remotely on most of the airports.

So it was our last conversation subject, the record attempt for the next day, neither of us knew it was the very last evening of his life.

(BTW, Marek was NOT my first pilot-friend with whom I talked on the very last day of their lives, he was at least 6-th .. (3 in my native Poland and 3 more here in the USA).

Sorry for this long reflection... none of us pilots know at the take-off, that it is to be the very last flight, toward flying "West" and beyond the point of no return... (as we say it here in So California, about these among us, who "departed West"...)

1. Also, would he have filled the water ballast tanks for this flight to their full capacity?

AK: YES YES YES, Here I am absolutely 100% sure, as I know Marek was quite unique among the competition glider pilots;

He was ALWAYS filling the water tanks ballast in his sailplane FULL, to the "rim", in the evening before, for two good reasons:

1. there is always a long line of pilots filling their water tanks in the morning, and in a hurry, when first Cumulus Clouds pop-up in the sky, early, indicating record-long flight possible with the early take-off. So Marek did not want to lose even a single minute in the morning, by standing in that line for the water-hose, which could only delay his aero-tow.

So he was ALWAYS fully-loaded, ready to get to the air with the very first aero-tow of the day (in order not to lose precious minutes in the end of day, when thermals are dying at sunset, and every minute counts).

2. it is also good practice to tie-down a glider for the night, near the runway, ready to fly and WITH fully ballasted wings, not only to save the minutes in the next morning, but often save the glider as well, in case of the night storm, when it is fully-loaded, during possible night wind gusts.

Marek and I knew it very well. and first-hand.

We used to have an Aerobact / Training Glider (Swiss-made Pilatus) in our Searing Club in So. California..

when it was properly tied-down for the night, in 3 points; 2 anchors/chains under the wings, and one tie-down of the tail

But our parking spot was (at the California City airport) near the corner of the nearby hangar,

When the night storm arrived, with none of us at the airport, that corner of the hangar (and wind direction) had screened one wing, but the double-strong gusts went under the other wing, that was exposed to increased wind velocity, (by-passing around that hangar corner)

So then that unexpected night-storm cloud was passing at the airport, just one wing of the parked glider tot that full blast from the front, causing one wing (tie-down) brakage, of the too thin thread of the eye-bolt hanging under the wing... Our metal chain survived, but that factory-equipped eye-both was not strong enough for that gust.

So as you can imagine, the next morning we drove to the airport, we found our Club's Aerobatic Glider, only half of it (one wing) made a complete flip to land upside-down on the other wing and fuselage, still tied-down strong to the ground. A total loss for our aero club.

Please do not be surprised by my long story - it is only to help you understand, that Marek was not any novice pilot.

we have both experienced thousands if flight-hours in competition flying in all kinds of weather, and both really very experienced on the ground as well:

As to ALWAYS fill the water tanks in full the night before, for the above 2 valid reasons, to never miss a record-day, of which are only a very few in every flying season... Or to miss the whole glider as cited above... (to lose it all by being lazy a day before, and not filling water tanks full in the evening before. so I am 100% sure, and other glider pilots flying with Marek will attest the same.

THE BOTTOM LINES:

MAREK FOR SURE HAD FULL WATER BALLAST AT TAKE-OFF OF HIS LAST FLIGHT, as he always had.

(simply because it is always easy to dump some excess water during flight, if the thermals are getting weaker, but it is a "one-way-street", one can NEVER refill it back in flight, if the weather thermals/lifts are improving during day, or even during second part of day, making saft glide and completion of a record flight possible.

I must run now, sorry again for this long explanation I'll try my best to collect the rest of info from Marin

(with our OK of course?) as Martin spoke to several local pilots who flew with Merek on that day, at ELY Nv airport,

and I'm sure Martin can give you direct contact to eye-witnesses of that day.

thx & brgds,

P.S.

SORRY FIOR SOME TYPOS AND IMPERFECT GRAMMAR ABOVE,

I just wanter to reply to uyou asap.

a.

Appreciate your help!

Thanks,

Stephen

From: Andy Kanigowski [REDACTED] >
Sent: Monday, February 7, 2022 1:35 PM
To: Stein Stephen <[REDACTED]>
Cc: Panagiotou Joseph <[REDACTED]>
Subject: Re: Parts Question

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Hi Stephen

Let me check photos in

my report,

Before tomorrow morning

As I am away from

my records now

And I only remember that some photos of the rockers were upside- down

Which could cause mishap with ID of the cables,

I'll do my best to try to identify which is left and which is right cable to the wings (rockers)

As the separation that I am writing about could only happen at the end of cable, where is crimped in that female sleeve, relaying on the friction only, not loop-around as it is near the levers attachment,

The weakest link is only at that crimping area of very thin cable end into that female tubing of thin walled brass tubing.

Andy

Thanks & Best Regards,

Andrew S. Kanigowski

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

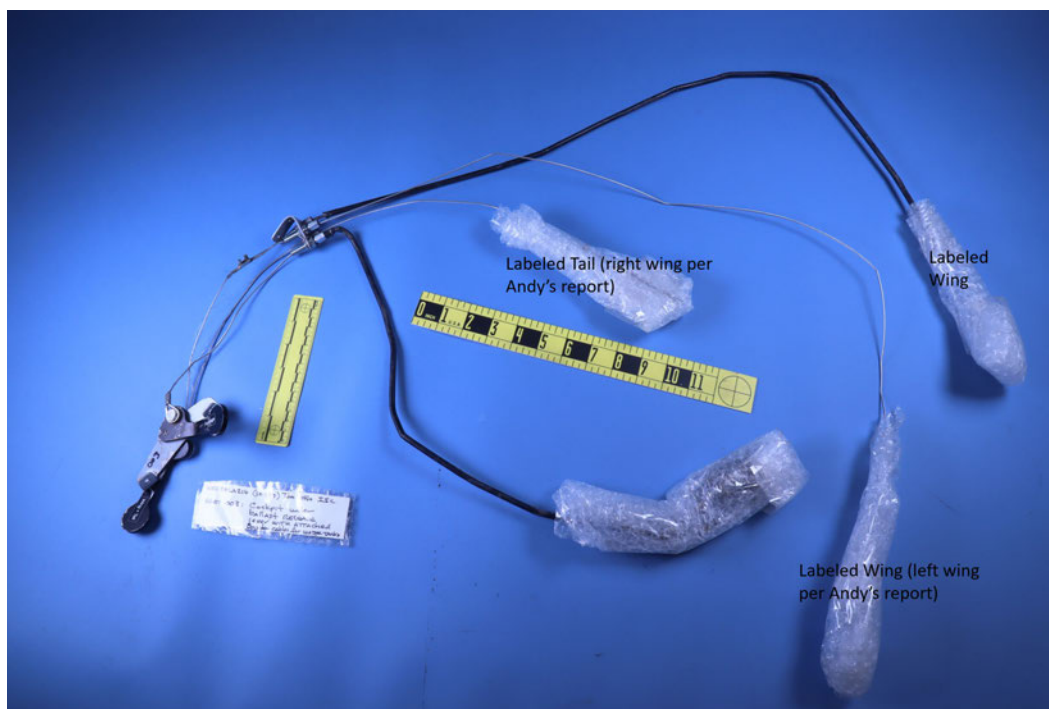
On Monday, February 7, 2022, 1:17 PM, Stein Stephen <[REDACTED]> wrote:

Andy,

Thank you for the quick response. I've included an annotated photo that may help you better understand what we're after.

As I stated in my previous email, when you and I were labeling the cables, we labeled the short cable in the center close to the measuring tape in the attached photo as the "tail" (using blue tape). However, page 7 of your technical report says that same cable is for the right wing ballast.

We need to figure out if that short cable in the center of the photo below with the caption "Labeled Tail (right wing per Andy's report)" is actually for the right wing or the tail.



Thanks,

Stephen

From: Andy Kanigowski <[REDACTED]>
Sent: Monday, February 7, 2022 11:27 AM
To: Stein Stephen <[REDACTED]>
Cc: Panagiotou Joseph <[REDACTED]>
Subject: Re: Parts Question

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Stephen,

One photo is better than 1000 words

Your photo (below) clearly shows signs on these 2 levers for the water ballast release,

Let's do it by elimination of the cables that are not suspected here (of malfunction leading to accident).

- short lever marked "FUSELAGE"

And it's Bowden cable (running out of it) are not suspected here, as the fuselage water ballast (in large plastic container, white colored) is located in the centerline of the fuselage, means in the center of gravity, and whether it would be with or without water ballast, it would not affect the bank angle. Full control of ailerons is possible with and without water in the CG. You can disregard this cable.

- long lever marked " WINGS & TAIL "

You can also disregard the cable running to the tail water ballast release valve, as it is also on the centerline. Means no effect on the ailerons control,

- But 2 separate cables running to the 2 separate " rockers" on both sides of the fuselage, just behind the canopy are the main focus here.

Said rockers, positioned just behind the shoulders of seated pilot, are of the subject of major interest here.

By pulling on that long lever to release the water ballast from the WINGS, both left and right rockers (that are connected to left and right valves to dump the water ballast from the wings), shall open both valves simultaneously.

And if one of these cables , running to the left rocker malfunctioned, failing to open the spring- loaded valve in the left wing, that would cause to leave full (or almost full) load of the water ballast in the left wing, for the remainder of flight.

While the right wing water ballast has apparently worked properly, dumping all the water from the right wing.

The time to dump all the water ballast from both wings is about 4 minutes (per flight manual) and in first 2-3 minutes the imbalance between both wings weight can be hardly noticed, especially when circling in thermals to gain altitude,

For example when circling to the left, with left wing banked down for at least 45-degrees,

In tight thermal that bank angle is about 60- degrees.

At that large bank to the left, it may be impossible to notice the weight difference till the time pilot would try to leave the thermal by trying to level the wings with ailerons (to the right).

At relatively low speed in thermaling the narrow ailerons are not so effective (like they would be at higher speeds)

That glider type has option of 2 wingtips installed before the flight:

In 15- meter wingtips both ailerons are 1.5 meter shorter than in 18- meter wing span.

That 1.5 meter deficiency (per side) is in the most critical wingtip area, where ailerons are most effective,

That insufficient ailerons control with full water in the left wing only, whole right wing was empty has resulted in uncontrolled spiral dive to the left,

all the way to the ground at that more than 8,000 feet elevation (if the crash site).

Sorry for this long background,

But I needed to explain why I believe your test lab shall focus in the end if the Bowden cable

To the left wing rocker, where (in my opinion) the end of the cable was not crimped/swayed tight enough, to allow its pulling-out by hand from its female receptacle in the rocker, and trapping all the water in the left wing, by spring-loaded valve (that remained it closed, for the test of the flight).

Example for clarity:

When your household water faucet gets hard to operate, with calcium buildup or so, you apply larger force by hand, back and forth, to overcome that friction (and to open that faucet).

Flight instruction clearly states that in case
Of uneven water dump detected in flight, that the pilot shall repeatedly pull and push by that lever (marked as 003 on your evidence).

Pulling that lever repeatedly and with increased force could only make matters worse, pull-out that Bowden cable end completely from its weak-force female receptacle, leading directly to that spiral dive and death of that so experienced pilot (holding multiple records in soaring flights).

I must run now, but please call me tomorrow / TUE at 9:00 am if I can help with anything else

Most Sincerely Yours

Andy

Thanks & Best Regards,

Andrew S. Kanigowski

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

On Monday, February 7, 2022, 9:39 AM, Stein Stephen
<[REDACTED]> wrote:

Good morning Andy,

Our materials laboratory is reviewing the parts we submitted after the wreckage examination and had a question about evidence no. 003, the control linkage to the wing and tail ballasts.

It appears when we were labeling the cables, the short cable in the center close to the measuring tape in the attached photo ended up labeled "tail" with blue tape while page 7 of your technical report says the same cable is for the right wing ballast.

Would you mind clarifying which it is for the material lab engineer copied on this email?

Thanks,

Stephen

From: Andy Kanigowski [REDACTED]
Sent: Thursday, February 3, 2022 7:14 PM
To: Stein Stephen [REDACTED]
Subject: Re: your phone message

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The same phone number you left message on

[REDACTED]

A always pick it up when I am here in the morning hours, dealing with europe finishing their workday when we are starting our new day,

9 am on tue will be perfect. And I am marking my cakendat.

Andy

Thanks & Best Regards,

Andrew S. Kanigowski

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

On Thursday, February 3, 2022, 7:07 PM, Stein Stephen

[REDACTED] > wrote:

Hi Andy - let's talk next Tuesday at 0900 if that will work for you.
What's a good number to reach you?

Get [Outlook for iOS](#)

From: Andy Kanigowski [REDACTED] >
Sent: Thursday, February 3, 2022 6:08:26 PM
To: Stein Stephen [REDACTED] >
Subject: your phone message

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Many Thanks Stephen for your phone message (which I just opened).

CONGRATULATIONS first of all, for your promotion, and for taking-over more responsibilities,

(after Tom retired).

YES by all means, I would be honored by the opportunity to continue working with you,

to provide whatever else I can, to help you bring that NTSB report to its final version?

My only (small) problem is time (constraints) these days:

- Tomorrow/Friday morning I am scheduled for my 3-th shot in the arm, for the Booster of Pfizer, that I must have (documented, and otherwise)

before flying to Europe (on business) soon.

- Then afternoon tomorrow/Friday I already have four big conference calls with our customers and suppliers.

So Monday 7-th is the very first day that I could find some free time, to get on the phone with you? (or of MON is no good for you, any other day next week?)

As on TUESDAY FEB 15-th I am leaving for France, to Airbus aircraft factory in Toulouse, and will be in several other countries in Europe, on business, till March 15-th or so

Of course I'll have access to my e-mails while there in EU, but getting on the telephone from there may be difficult, due to 9-hours time difference.

So please let me know if I can call you back on Monday? And if so, what time of day is convenient for you?

have a great weekend,

andy

Thanks & Best Regards,

Andrew S. Kanigowski

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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