Executive Summary: TU 523

We have recently shifted the focus of my developments exclusively to the Developing world and initially the African Continent.

Over the past 12 years, I have been working on technological developments that I call infrastructure solutions. I call them that as our technology takes away the burden of having to construct expensive infrastructures that take many years to build before they can demonstrate their effectiveness.

You may wish to visit our website: www.tu523.com or view our animation showcasing our technology in greater detail: https://youtu.be/rMoFjq5Lovk

I am aware of the struggles Côte d'Ivoire is currently facing with its current road infrastructure that was meant to last 20 years, but actually only lasted 2-3 years. The result of this is that 60% of the road infrastructure is in a dire state. I am aware that the budget to build and maintain the roads both at the same time is just not available, which I believe will affect on how fast the country's economy can grow.

This is where I see the opportunity to be not only for Côte d'Ivoire or ourselves, but for all your partnering nations and any developing or emerging country.

As I mentioned before, my focus is to do away with the necessity of new and expensive infrastructure, and this is possible with the TU 523.

The TU 523 is an aircraft that is capable of taking off vertically just like a helicopter and transitioning onto a horizontal flight where its wings will generate lift just like an airplane.

Figure 1: The TU 523 Landing on a shipping container and preparing it for delivery

The unique thing about the TU 523 is that it has been especially designed to transport goods in form of shipping containers without the need of new infrastructure. Additionally, through our extensive research, we have found a way that will allow the TU 523 to operate at lower costs than conventional trucks.

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Factors that have lead to this conclusion are the aircraft's inexpensive and mass-producible fuselage together with the aircrafts hybrid propulsion system, that is based on the latest state of the art technology, and does not only supply the energy to the aircraft on demand, but simultaneously is environmentally-friendly too.

However, it is everything combined that allows the freight cost to be lower than those transported by truck on the ground; the aircrafts versatility, speed and relatively low capital cost.

As an example, I would like to refer to the dry port, which is currently under construction in Côte d'Ivoire for US$700m, situated roughly 700km north from the Countries Capital and main Shipping harbor in Abidjan.

The direct air route would account for a travel distance of approximately 350km to the same destination.

While the journey would take a truck an entire day to reach its destination by traveling at an average speed of 70km/h, the TU 523 would reach its destination in approximately 1 hour.

The cost of the transportation of a shipping container to the dry port calculates roughly to US$2,700 (£1,732) by truck, while the transportation of the same freight amounts to approximately US$1,100 (£707) with the TU 523.

This means that not only time is saved, but also money and it also means that freight can be transported to their destinations much quicker. This makes the whole turnaround of freight significantly more productive and allows further reductions in cost.

It is not my ambition to build these aircrafts myself and I don't want my company to become an aircraft manufacturer. I want my company to remain focused on Research & Development from which licensees can profit from by always having access to our latest technologies and updates. Something that I am committed to do is obviously build a full scale prototype over the next 3½ years that will cost US$7m (£4.2m), but with the aim that this full scale prototype can thereafter be mass produced at a capacity of 30 units per month at a unit cost of no more than US$600,000 (£400k).

I have made it my mission to enable any country to be able to take on their own production under the proposed licensing structure, either through a fully-owned government organization or through a partially-owned government organization that either way, may allow the country to offer excellent job opportunities to its citizens that will create a domino effect on many levels such as education, welfare, security and growth in GDP.

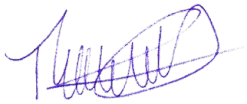
To put the investments into perspective, Ghana spends US$1.2bn per year on its infrastructure. We estimated that to put a manufacturing and operations plant together that will be able to last over the next decade would amount to an investment of approximately US$35m.

I believe that working with the countries governments will have to play a major part in this, as they will, with this technology at hand have the opportunity to realize their ambitions to emerge and ensure a better life for its population.

With so many people having said they would assist us in achieving this goal and then going by their daily business. I would now turn to you and see if you are willing and able to assist us in achieving our.

If there are any unanswered questions you may have, please don't hesitate to get in touch with us.

Yours Sincerely,
Reinhardt Technology Holdings Ltd.



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