

From: Alpha M. Condé
To: [REDACTED]
Cc: Ségan Gvender; [REDACTED]; boubasamail@hotmail.com; groupsmagic@yahoo.fr; Kabinet SYLLA
Subject: Re: Guinee Helicopter
Date: 12 September 2010 04:07:35

Thanks [REDACTED]

I did speak with Papa Koli just now and he has given me the following confirmation code for TASP: **686/09/10/DNAC**
He also is going to check his email when he can to give you the rest of the info he can here.

Take good care,

Alpha

On Sat, Sep 11, 2010 at 9:42 AM, [REDACTED] wrote:

Thank you, Alpha, for your prompt response. Your input provides us with a much cleared understanding, and I look forward to receiving more information, as you are able to obtain it.

Kind regards

On Sat, Sep 11, 2010 at 1:32 AM, Alpha M. Condé

<alpham.conde8@gmail.com> wrote:

Dear [REDACTED]

Thanks for your message, glad to know you are keeping well and will be with us soon in Guinea. I tried to provide as many answers as I could on my own below in red and will see to it that as much as the remaining questions are addressed by more qualified team members this weekend.

[REDACTED]

Dear Alpha

I trust that you are well, and that your planning for the forthcoming elections is proving productive.

Please allow me to pose a few questions, as I'm getting a little concerned with the time running out, and the arrangements not being in place...

1 - Dates

Has a date been set yet for the elections?

So far the date remains as such (19th of September) but the condemnation last Thursday night of the 2 heads of CENI for massive and deliberate fraud against the RPG may lead to some changes to allow the electoral commission to address their issues. Regardless of those changes prési still will have to campaign and is likely to stick to his touring dates inland.

Have you finalised the time and duration you'd like the chopper to be available for your campaign? Please bear in mind that we have to fly in an engineer from South Africa to service the aircraft, prior to it being flown to Guinea, so co-ordinating the timing is critical. Furthermore, we have the use of the aircraft here only until the 28th of September, as immediately thereafter it has to be in Ghana for six weeks, contracted.

The campaign was intending to use the chopper you are kindly providing for 2 weeks approximately if possible. Since Segrán informed us of your subsequent commitments in Ghana and of the non unavailability of the machine till next Tuesday, we were hoping to use it from next Wednesday or Thursday the 14th or 15 until it has to return to Liberia to prepare for Ghana. We will of course adjust according to your schedule so please let us know what is most suitable.

2 - Fuel

Regarding your request for us to arrange fuel to be sent to Nzerekore, kindly advise how you calculated your requirement of 15 000 plus 10 000 litres. As Segrán has advised you before, that amount of fuel would allow for a combined total of 139 hours' flying time. Is it your intention to use this fuel from Nzerekore for the entire campaign, for more than one aircraft? According to our calculations done on the routing you have proposed, our helicopter would complete the entire distances in around 14 hours (provided we have the destinations correctly plotted).

As mentioned in my reply to Segrán dated from last Wednesday, I was merely forwarding a request from Papa Koli, who wanted me to inquire whether an alternative fuel sourcing could be arranged from Liberia to provide a B plan to the sourcing he is planning from Guinea. Since then he has already mentioned that given the difficult road conditions and logistics described by Segrán, he understood that it was best to potentially let go of the idea of sourcing from Liberia. I'm not sure what the basis of the calculation was, he did not share that with me.

Furthermore, although it is fact that Nzerekore is closer to Monrovia than to Conakry on the map, the infrastructure in Liberia is not yet up to standard, and I am still trying to assess the condition of the road to the border crossing to Nzerekore. The amount of fuel you have requested to be delivered there would require 125x200litre fuel drums, if delivered in one convoy - we are not able to source even twenty drums for our own use at present. We have also not been able to find a fuel tanker in Liberia, which might be able to assist.

Kindly advise what the planning is, for which legs of the journey you might require the fuel at Nzerekore, in order for us to try and calculate the minimum amount of fuel required. Only then would we know whether we'd be able to provide this. Can we also be certain that there will be aviation fuel available at all the other proposed stop-overs?

I will call Papa Koli in the AM to verify the points above as I do not know for a fact, he is copied here already also.

3 - Routing

I am in possession of your proposed route, town by town, as previously sent to Segran. I believe Segran has previously (on August 25, to Mr. Sylla) requested the co-ordinates of these destinations, to which he has not had a response yet. It is critical to ensure that we have the correct co-ordinates, and in the event of us being required to land at airports/airfields, the exact co-ordinates of these too. I have in the interim searched and plotted the route on Google Earth, but the information from this source can sometimes be misleading, and besides, I have no guarantee that I have found the correct towns, as Google Earth often indicates towns by alternate names.

Bouba can you help with this via the aviation company based in Mali or other local aviation contacts you have? I'll also run it again with Papa Koli by phone to expedite getting the requested reply.

According to my research on your proposed routing, it would appear there might be unnecessary criss-crossing of the flight path - is there any particular reason why we could not consider making some slight changes, in order to shorten the entire route and therefore make the logistics easier? For example, may we suggest you consider changing the following routes:

Instead of Kourroussa-Dabola-Dinguiraye-Mamou,
we suggest Kourroussa-Dinguiraye-Dabola-Mamou.

Instead of Telimele-Boke-Gaoual-Koundara-Conakry,
we suggest Telimele-Gaoual-Koundara-Boke-Conakry. (That is, if we have plotted Boke correctly on Google Earth...)

I'm sure the team will be appreciative of such informed advice and will be happy to take it into consideration as itineraries are finalized with you and Segran. This is the first time the campaign is using helicopters for touring purposes so your expertise is welcome as is that of the security experts scheduled to join us from South Africa who may also intervene and further propose changes motivated by security concerns this time.

Segran also enquired from Sylla previously (on 25 August), how many stops would be made in a day, and for a schedule accordingly. He was advised that "on average" there would be three stops per day. It would be important for us to know the exact schedule, by day, in order to calculate our planning.

I believe Mr. Sylla could not provide any further details because the decision ultimately rests with prési himself and also on some campaign needs that can not be totally ascertained in a rapidly shifting political environment. Is this a matter that can to a certain extent be discussed and decided in collaboration with you 2 each night before or so once on the field in Guinea with a clearer assessment of needs as the tour's impact is determined in between regional stops and reactions?

4 - Air Service Permit

We have not yet had confirmation that the Temporary Air Service Permit has been issued. Please note that we are unable to depart for Guinea

unless we are in possession of this, as there are many implications, for the aircraft insurance, the risk of it being impounded, arrest of crew, etc. We would also need to be certain all is in place, to arrange for overflight and landing clearance in Sierra Leone, which is only valid for a 72 hour period. Therefore finalising exact dates is also critical.

Papa Koli promised that TASP should have been done by Eid, so I'll double check with him again tomorrow that it has effectively been done. I'll make sure to stress your other points as well so that we are all certain all is in check before departure from SL.

5 - Branding

I think it would be impractical to ask Segran to get involved in the branding of the helicopter, so may I suggest your team goes ahead with any proposed branding which you find suitable? We would gladly apply any branding which you might supply, bearing in mind that the registration of the aircraft needs to remain visible at all times (if your agency wishes to cover the entire tail of the aircraft as suggested in the graphics you sent us, the registration would need to be included at a similar size to the existing registration stickers, and preferably in a contrasting colour to the branding to make it clearly visible). The registration is ZS - RYY.

Kindly also enquire from your agency, whether they would take the shape of the aircraft in consideration? For example, the branding for the nose, would need to be designed that it fits the shape of the aircraft - simply applying flat posters would end up in distortion and folds. Lastly, we would prefer for the branding to be such, that it will be able to be removed prior to us departing Guinea at the end of the campaign.

As the agencies previously mentioned are Paris and Morocco based and in the event that we do not find in Guinea, by the time you are there, alternative professionals able to apply the "branding" taking into account all security and other concerns you described, it is not imperative to have the proposed branding sent to you or any other for that matter. Heine had mentioned it might be possible to have it considered so I requested ideas from some of our creative people understanding that it would be a nice to do but not necessarily a priority given the short turn around time and the potential lack of readily available experts at end in Guinea.

We would gladly like to assist you in your campaign, and trust that you might be able to provide us with as much information as requested, in order to plan for the smooth running of such.

Thank you so much, it will be both a pleasure and a great support to have you both there for the campaign. I could only answer you partially but chose to do so ASAP with my modest contribution hoping that as much as possible would further be completed by Papa Koli, Bouba, Kabinet and others in the team tomorrow. Thanks for taking the time to list all questions and details so clearly, as it provides a common working base for planning.

I look forward to seeing you in due course.
Likewise.

Kind regards

Many Thanks

Alpha