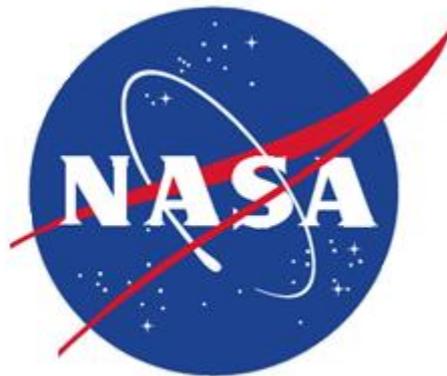


Marietta, November 4th, 2013

Installation of a **WESTT CS/BV** Bench at NASA in Cleveland



On October 28th, Price Induction Inc. installed a WESTT CS/BV bench at the NASA Glenn Research Center in Cleveland in the Controls & Dynamics Branch managed by Dr. Sanjay Garg. This Branch is responsible for the development of advanced dynamic modeling, health management, and control design and implementation technologies for current and future aerospace propulsion systems. In addition, the branch also provides support to projects in the form of stability and controls analysis, handling qualities analysis, and verification and validation testing.

The branch has contributed to the NASA Aeronautics Research, Human Exploration and Operations, and Science Mission Directorates, through program participation in X-48C, Intelligent Control for Performance (ICP), Alternative-Fuel Effects on Contrails and Cruise Emissions (ACCESS), X-56 Multi-Utility Technology Testbed (MUTT), HTV, G-III, KQ-X, and Orion.

The National Aeronautics and Space Administration (NASA) is the agency of the United States government that is responsible for the nation's civilian space program and for aeronautics research. President Dwight D. Eisenhower established NASA in 1958 with a distinctly civilian (rather than military) orientation encouraging peaceful applications in space science.

ABOUT THE « WESTT » PRODUCT FAMILY

WESTT SOLUTIONS are multifunctional and interactive learning tools based on the know-how of the DGEN program and designed for the needs of engineering universities, research laboratories, aviation and maintenance schools.

The DGEN 380's two-spool, high bypass ratio, unmixed flow architecture which is particularly compact and lightweight, its « all electric » concept with an integrated FADEC unit, as well as its geared fan are some of the engine's many innovations which make WESTT SOLUTIONS exceptionally well-adapted to the need for state-of-the-art education methods.

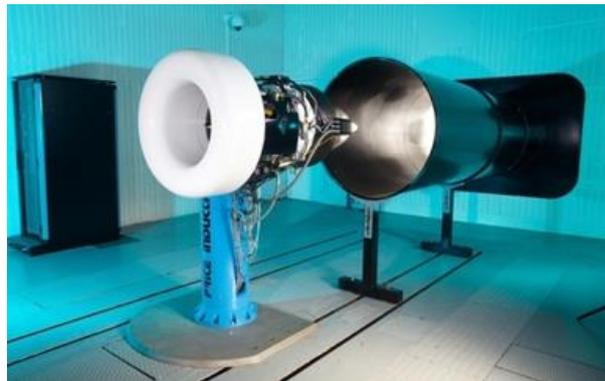
The WESTT product family includes the following solutions. Please also find more information on westt-net.price-induction.com and watch demonstration videos on youtube.com/PriceInduction.

- **WESTT BR Real Engine Test Bench: state-of-the-art teaching and research platform**

The WESTT BR system offers the possibility to do research and tests on a real turbofan engine and to analyze its performances. The system consists of a control room with a control console, parameters displays, video screens and a test room with an instrumented DGEN engine, a data acquisition unit and video cameras. Thus, the WESTT BR results in a whole and complete high-capacity engine test bench with multipurpose applications.



Control room



Engine with data acquisition unit

- **The WESTT CS/BV Virtual Test Bench: multipurpose simulation of the DGEN and its FADEC**

The WESTT CS/BV system is a virtual engine test bench where the DGEN engine is simulated by the SIMMOT-system. On one side, the reprogrammable FADEC and the failures simulation module allow for the study of the engine's control system and its modern all-electric concept. On the other side, the virtual bench provides a proficient thermodynamic and aerodynamic exploration of the simulated engine as well as the full 3D-visualization depending on the flying conditions. The WESTT CS/BV is thus particularly polyvalent and interactive.



WESTT CS/BV Station

- **The WESTT SE(V) Assembly and Disassembly Station: the engine for practical classes**

The WESTT SE(V) station is based on a real turbofan jet engine that can be fully assembled and disassembled. The station includes special tools, carts for tools and engine parts as well as a special assembly stand that maintains and orientates the engine to ease the operations. The WESTT SE(V) system is an educational tool for mechanical studies as well as engine maintenance training.

The SEV version is additionally equipped with an electronic bay to start and control the engine ventilation in order to validate the reassembly.



Engine on its stand



Cart for standard and specific tools



Electronic bay for engine's ventilation

- **The WESTT SE-HP Assembly Station of a High Pressure Spool: the new economical solution**



The WESTT SE-HP consists of an assembly and disassembly bench of the DGEN 380's High Pressure spool delivered with standard and special tools and intuitive assembly documentation. The DGEN's high-tech core components are ideal for the training to proficient assembly techniques and thus this station offers innovative educational applications in general mechanics and engine maintenance for all study levels.

ABOUT THE DGEN PROGRAM

A new engine for a new class of airplanes.



PLJ Design Concept

Over the past ten years, Price Induction has been developing the DGENs, high by-pass ratio turbofans designed to motorize 4 to 5-seating Personal Light Jets (PLJ). The DGEN 380, providing up to 2.5kN of thrust, is the first product of a family of high bypass ratio engines that can provide up to 4kN of thrust and that are optimized for the general aviation flight domain (under 25'000ft, ISA+/- 30, under Mach number 0,4).

The DGEN 380 has been designed with inherent robustness, easy integration and maintainability, low fuel consumption and noise level. These PLJ planes will thus be efficient, easily piloted by private individuals, with great safety of use and comfort, low pollution and low maintenance with a sensible running cost.

ABOUT PRICE INDUCTION SA

Price Induction SA is based in the French Aquitaine region with its office headquarters in Anglet and its test benches in Tarnos. Today, the company employs over sixty persons, more than forty of which are engineers. Price Induction currently has three subsidiaries: the USA (Atlanta), Brazil (São José dos Campos) and Germany (Berlin).

Price Induction SA is an investment of the following funds: AEROFUND, ACE and Financière de Brienne, which are managed by ACE Management. Price Induction is actively supported by the Aquitaine Region, the FEDER and the OSEO and the company is a member of the Aerospace Valley and the Global Aerospace Competitiveness cluster.



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