

## **Aerion supersonic business jet will have fly-by-wire controls**

**Orlando (November 8, 2005)** The Aerion supersonic business jet will have a state-of-the-art fly-by-wire control system, reducing aircraft weight, improving performance, enhancing safety, increasing reliability and augmenting stability across a transonic speed range.

“Fly-by-wire technology in combination with mild stability augmentation allows us to tune handling qualities over a wide range of operating speeds,” notes Aerion Chief Technology Officer Richard Tracy. The flight envelope of the supersonic aircraft varies from below 120 in full-flaps landing configuration to Mach 1.6 at 51,000 feet at high speed cruise.

Fly-by-wire also permits designers to relax some natural stability requirements, allowing the aircraft design to be optimized for cruise flight.

Fly-by-wire technology can reduce pilot workload during rapid transitions from supersonic flight to subsonic flight, as the aerodynamic center of pressure shifts. A fuel transfer system, which is also planned for the Aerion jet to reduce trim drag, will compensate for this shift in pressure, but Fly-by-wire ensures adequate handling qualities in the event of partial failure of the fuel transfer system.

Aerion calculates that a fly-by-wire system will reduce aircraft weight. More important, it will eliminate the needs for complex mechanical and hydraulic systems with high maintenance and difficult certification and requirements.

Fly-by-wire provides pilots with more precise handling characteristics and the ability to extract maximum performance from the aircraft when necessary without concern for stalling or overstressing the airframe.

Aerion concluded that the benefits of fly-by-wire technology for a supersonic aircraft easily justified the cost to design such a system.

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Aerion Corporation of Reno, Nevada is an advanced engineering group formed in 2002 to reintroduce commercial supersonic flight. The company is in the process of developing an efficient supersonic business jet employing patented natural laminar flow technology.

Aerion's board includes: Robert M. Bass, chairman of Aerion and president of investment group Keystone, Inc.; Brian E. Barents, vice chairman of Aerion and former president of Galaxy Aerospace and Learjet; Dr. Richard R. Tracy, who has pioneered the supersonic natural laminar wing concept and serves as Aerion's chief technology officer; Michael L. Henderson, COO of Aerion and Boeing's former program manager for high-speed civil transport; and Robert L. Morse Jr., a principal of Oak Hill Capital Management, Inc.