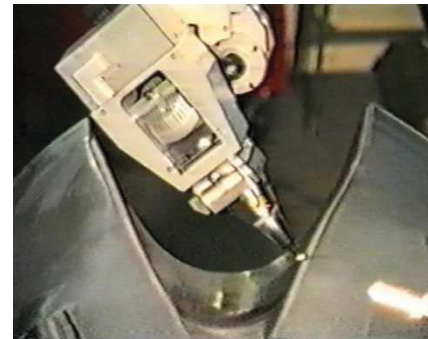
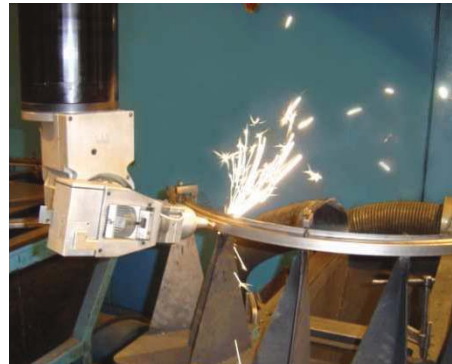




PRIMA Solutions for Aerospace



Laser Cutting





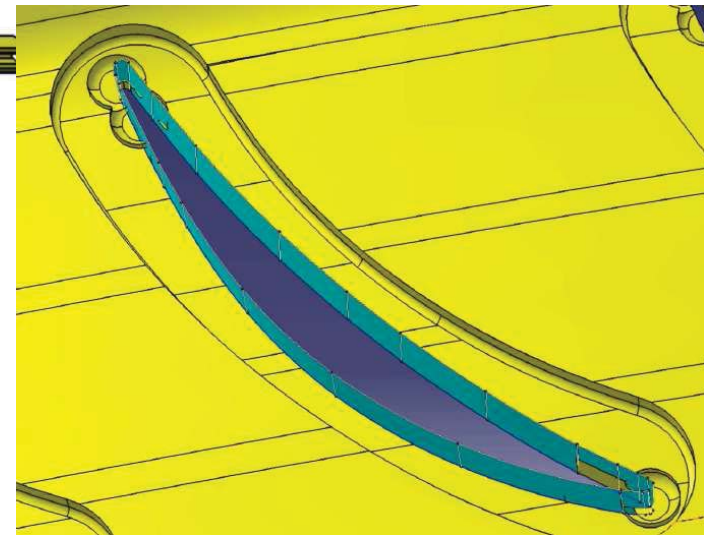
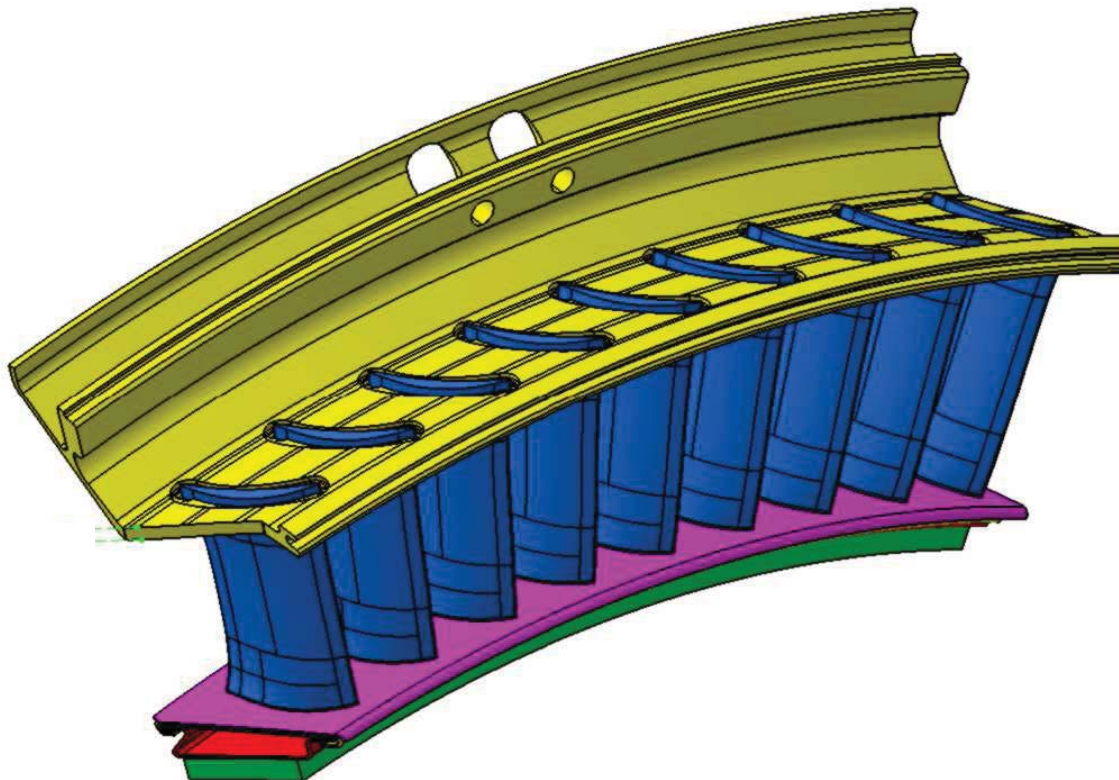
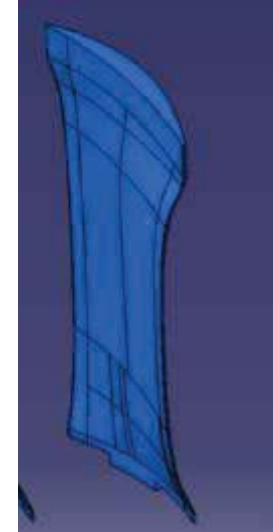
Engines: Stator rings



PROCESS: Cutting vanes slots in stator rings

MATERIAL: 4.2 mm Inconel 718

MACHINE: RAPIDO / LASERDYNE 795





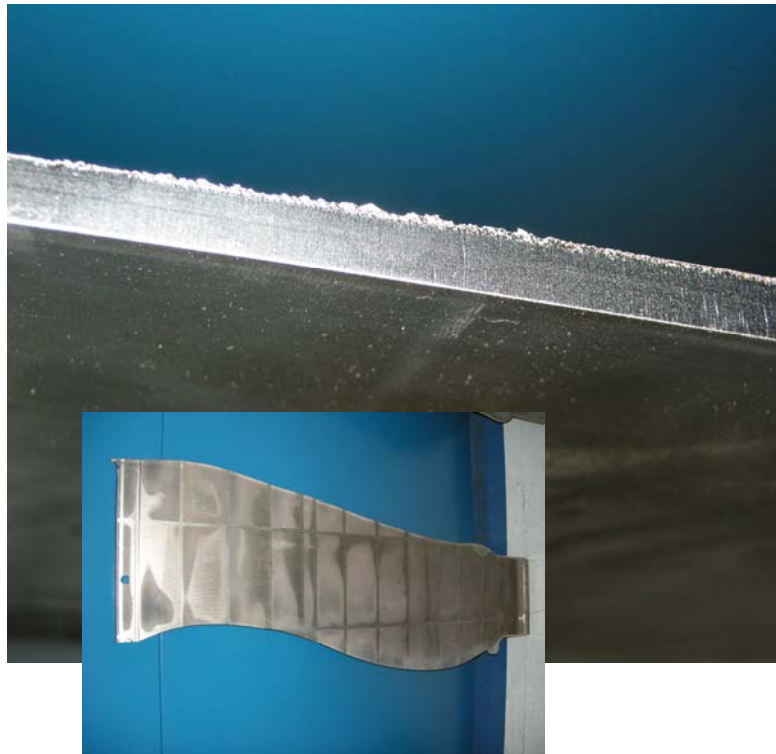
Engines: FAN blades



PROCESS: Cutting of FAN Blades

MATERIAL: Titanium (16 mm)

MACHINE: DOMINO/RAPIDO





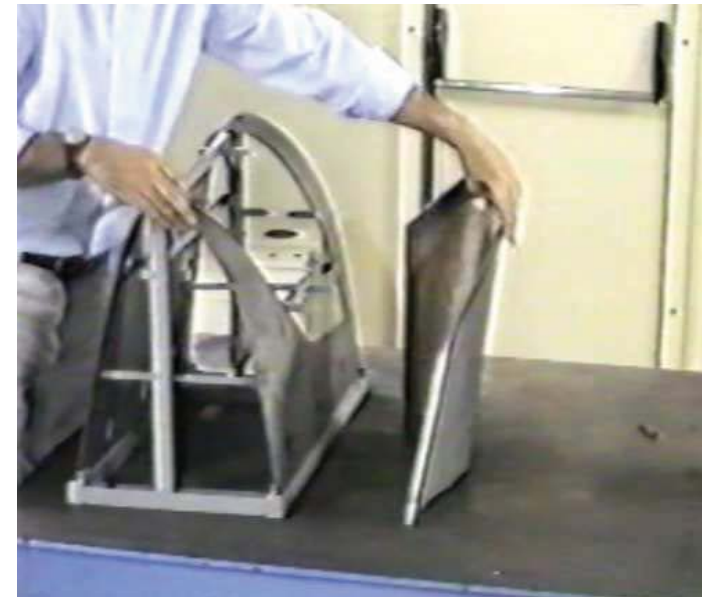
Aerostructures: Wings



PROCESS: Wing skin trimming

MATERIAL: 3.5 mm Titanium

MACHINE: OPTIMO





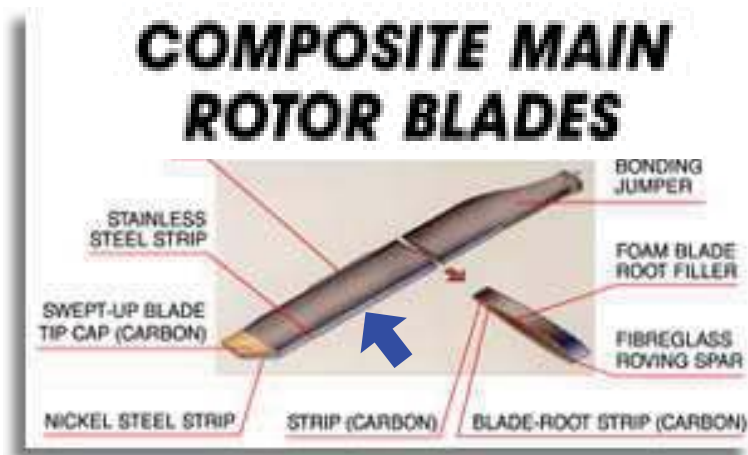
Aerostructures: Blades



PROCESS: Cutting of helicopter rotor blades skins

MATERIAL: Stainless steel

MACHINE: RAPIDO



Stainless steel strips, 2 m length





Aerostructures: Windows



PROCESS: Cockpit window trimming

MATERIAL: Titanium and aluminium

MACHINE: OPTIMO





Aerostructures: Ducts



PROCESS: Cutting and welding of air ducts and fuel tubes

MATERIAL: Titanium, aluminium, stainless steel

MACHINE: RAPIDO



1 mm stainless steel



1.5 mm titanium



1.2 mm titanium



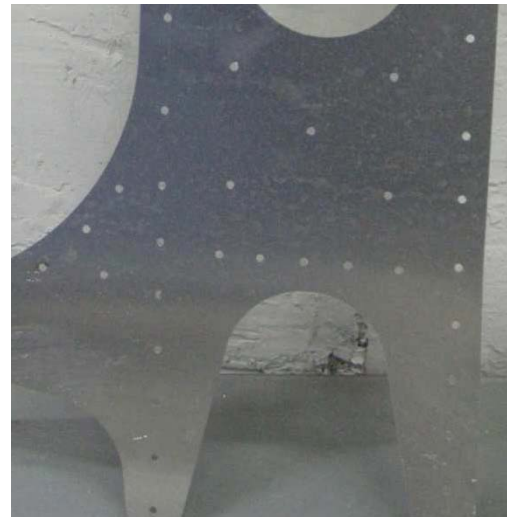
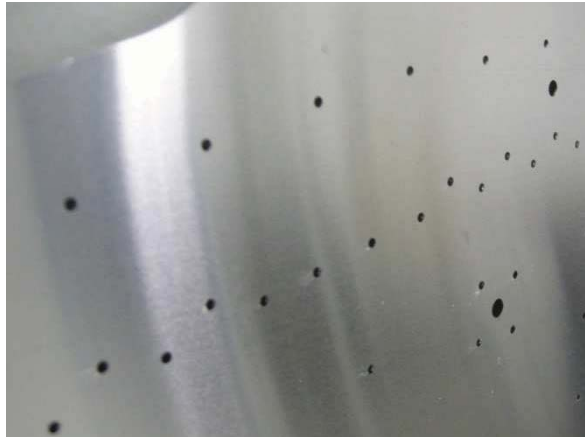
1.5 mm titanium



2 mm titanium



Aerostructures: Cutting of Structural components





Aerostructures: Panels



PROCESS: Cutting and drilling of panels

MATERIAL: KEVLAR

MACHINE: RAPIDO

The cockpit section of the fuselage is of Kevlar and carbon fibre construction



The laser cutter is a fast, efficient way to cut composites containing KEVLAR. It can easily handle parts with thicknesses of up to 4,5 mm. Edge charring, which occurs during cutting, is easily removed with a common eraser. A ruby red or a pink pearl eraser will work fine. And because the laser cutter is so fast, it causes no edge delamination.

Fuel lines, control cables and power to the tail rotor may also be shrouded by Kevlar armour