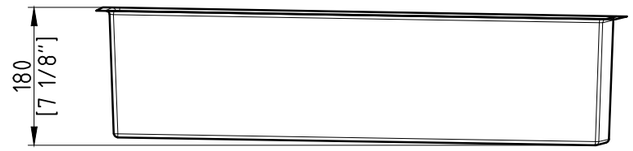
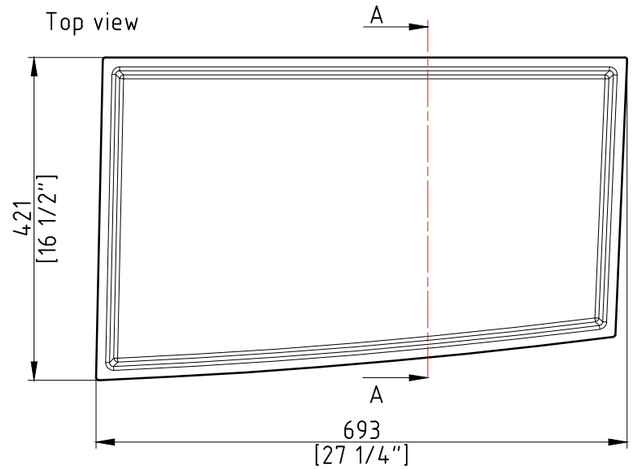
REV. NO.	REVISION NOTE	DATE	NAME	CHECK

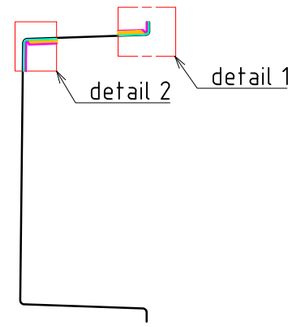
Side view



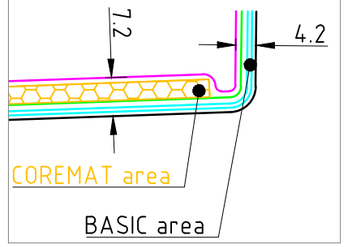
Top view



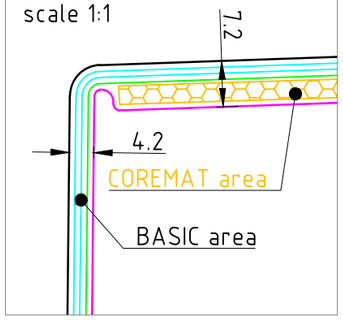
Section A-A



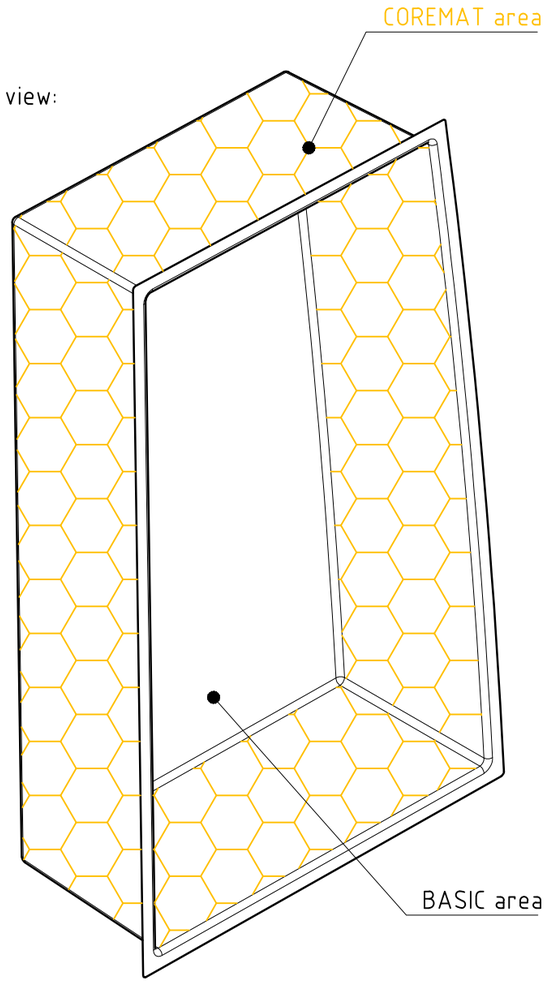
detail 1
scale 1:1



detail 2
scale 1:1



3D view:



Project name:	F450 COCKPIT CABINETS	]&[DESIGN We Create Winners.
Lamination:	Open mould [WET]	
	Simple surface	
Part weight:	4.0 kg	8.9 lb
Part area:	0.6 m²	0.7 yd²
Average:	7.0 kg/m²	12.8 lb/yd²
Nominal fibre content by mass according to EN ISO 12215		

	Area		0.3 m2	0.3 m2
		Ply	BASIC area	COREMAT area
	Skip	1	GC (type II)	GC (type II)
		2	CSM 300	CSM 300
		3	CSM 300	CSM 300
		4	CSM 450	CSM 450
	Core	5		XM 3 (3 mm)
		6	EBXS 600 M225	EBXS 600 M225
EU	Total dry fibre:		2,921 g/m2	3,049 g/m2
	Total with resin:		6,000 g/m2	7,628 g/m2
	Thickness:		4.2 mm	7.2 mm
USA	Total w/dry:		86.2 oz/yd2	89.9 oz/yd2
	Total w/resin:		177.0 oz/yd2	225.0 oz/yd2
	Thickness:		0.17 in	0.28 in

Note:
- Port and STB Cockpit cabinets are symmetrical
-Table calculation stands for one piece

Material:	Fibre orientation:	Resin uptake [g]:	Resin uptake [lb]:	Material description:
GC (type II)	SPRY application	0	0.00	GelCoat
CSM 300	RANDOM	700	1.54	Chopped strands matt
CSM 450	RANDOM	1050	2.31	Chopped strands matt
XM 3 (3 mm)	Core material	1500	3.31	Core material&Print through barrier (OPEN MOULD process)
EBXS 600 M225	[0/90 deg]	629	1.39	Double biaxial + matt
POLYESTER (resin)	0			Resin
POLYESTER (hardener)	0			Hardener

INSTALLED material:	Weight:		Area:		Marg. [%]:
	[kg]	[lb]	[m²]	[yd²]	
GC (type II)	0.6	1.3	0.6	0.7	0
CSM 300	0.4	0.8	1.2	1.5	5
CSM 450	0.3	0.6	0.6	0.7	5
XM 3 (3 mm)	0.0	0.1	0.3	0.4	0
EBXS 600 M225	0.5	1.1	0.6	0.7	5
POLYESTER (resin)	2.2	4.8			0
POLYESTER (hardener)	0.04	0.10			0
Total:	4.0 kg	8.9 lb	3.3 m2	4.0 yd2	

NEEDED material:	Weight:		Area:		Marg. [%]:
	[kg]	[lb]	[m²]	[yd²]	
GC (type II)	0.66	1.46	0.64	0.76	10
CSM 300	0.40	0.88	1.34	1.60	10
CSM 450	0.30	0.66	0.67	0.80	10
XM 3 (3 mm)	0.04	0.09	0.33	0.40	10
EBXS 600 M225	0.55	1.22	0.67	0.80	10
POLYESTER (resin)	2.4	5.3			10
POLYESTER (hardener)	0.05	0.11			10
Total:	4.4 kg	9.7 lb	3.6 m2	4.4 yd2	

Important:
- during the lamination process environment temperature and humidity needs to be checked and recorded with temperature and humidity logger and comply with technical data sheets from suppliers
- resin/hardener ratio needs to be correct for ambient temperature
- all built in materials MUST have CE or similar certification
- before secondary bonding or lamination surface must be sanded with GRIT 60 paper
- Core must be sealed when hole is cut in to sandwich laminate or hole must be drilled to single skin area

Drawing name: Cockpit cabinets lamination	Scale: 1:8	Date: 12.5.2016	Drawn by: E.Bugrova	Page: 1 / 1
Subject: F-450				Page format: A3
File name: F450-00-00-ST-35-T00-EE-STD-3EU-0-Laminazione lazarette di poppa-Cockpit cabinets lamination.dwg				Approved: J&J