

Rapid Product Development Group, Inc. (RPDG) expands its SLA® department

Rapid Product Development Group, Inc. (RPDG) (San Diego, CA) has announced the addition of new stereolithography equipment from 3D Systems Corp. (Rock Hill, SC) in its Rapid Prototyping department.

Abe Reichental, 3D Systems' president and chief executive officer of 3D Systems said, "We are thrilled that Rapid Product Development Group has decided to expand its Rapid Manufacturing Department by adding our systems to its fleet. Through innovation and a skilled workforce, RPDG is succeeding in transforming the way products are designed, developed and manufactured around the world with our latest SLA® systems and materials solutions. We value RPDG as a customer and are proud of its success."

For more information contact RPDG via e-mail at info@RPDG.com or the web at www.RPDG.com. More information on 3D Systems is available at www.3dsystems.com, or e-mail moreinfo@3dsystems.com.

American Precision Prototyping, LLC hires Joe Llamas as Vice President of Spectrum 3D

American Precision Prototyping, LLC (Tulsa, OK) announces that Joe Llamas has assumed the position of vice president of Spectrum 3D in Anaheim, CA. "Joe brings 15-plus years of experience that ranges from early SLS development at the DTM Corporation to more recent high-end sales and marketing responsibilities at one of Southern California's largest service bureaus. Joe has grown up in the rapid prototyping and manufacturing industry and is respected as an industry expert. Joe's extensive experience in the industry will add tremendous value and leadership to our Spectrum 3D facility," stated Jason L. Dickman, president of American Precision Prototyping, LLC, the parent company of Spectrum 3D.

American Precision Prototyping, LLC purchased Spectrum 3D in November 2006. "Joe's extensive sales and marketing experience will augment our growth in Southern California. We are excited and extremely happy to have him leading our team in Anaheim," Dickman added.

For more information on American Precision Prototyping call (918) 266-1004 or visit www.approto.com. For more information on Spectrum 3D, call (714) 935-0060 or visit www.spectrum3d.com.

Practical Advantage of WINDFORM® XT: Wind Tunnel Repeatability

Currently used in wind tunnels, a component made from RP technology in CRP Technology's (Modena, Italy) WINDFORM® XT was compared with a similar component made from carbon fiber. In this case, a car fender was fitted on a wind tunnel model of a Dodge Charger currently racing in the Nextel Cup. Due to the position, the fender is defined as a sensitive part with an important effect on the drag (Cx), lift (Cz) and balance of the car. During the wind tunnel run, a map of various ride heights, standard aero parameters as well as drag, lift and balance were measured on the model with the carbon fiber and the WINDFORM XT. This allowed for full post-session analysis for others with aero parameter-like efficiency. For more indication, a baseline was made with the carbon fiber fender and the aero map was defined over seven reference ride heights.

For confidentiality reasons, direct wind tunnel data could not be disclosed, but the percent error between the two components resulted as follows:

- 0.01 percent for the drag
- 0.2 percent for the lift (= total downforce of the model)
- 0.3 percent for the front downforce
- 0.08 percent for the rear downforce

All are in respect to the overall value of the model (i.e. error of 0.2 percent between the two parts on the measured downforce with respect to the total downforce of the car). These results were within the range defined by wind tunnel and aerodynamic teams for the typical or overnight repeatability and confirmed stability as well as the practical advantage of WINDFORM XT material over carbon fiber.

Aron Oakley (Penske Racing South, Inc.) said, "The WINDFORM XT prototype fender worked flawlessly for our purposes. ... The quick turn around allows us to be more accurate with our changes. The part also seems to be more stable than most rapid prototype materials. The SLA parts seem to keep 'growing' over time. The only drawback to the process is the build size. I would have an entire body made from WINDFORM XT if the build volume was larger! CRP was able to significantly reduce the production time required for wind tunnel test parts, allowing us to test more accurately faster."

For more information contact CRP Technology's Press Office at +39 059 821135, via e-mail at ccare@crptechnology.com or visit the Web sites at www.crptechnology.com or www.windform.it. CRP and WINDFORM also have launched the new, "WFF: WINDFORM Full Service," created for WINDFORM powders' end users. The offer includes WINDFORM materials (GF, XT), Remote Connection for training and build/part set up, a guide with detailed and custom "tailored" description of the sintering process, configuration files for 3D Systems sinter stations (both available for download from the Web site too), a help hot line and more. The price of this service is custom-based. For more information contact CRP staff at info@crp.eu.

