

The Production Department restated that the goal schedule represents a compression of activity requiring added cost of by-pass operations and overtime. The schedule is tight even on its present telescoped basis, and no unforeseen delays can be tolerated if the end dates are to be achieved. The Committee recognizes this and emphasized the importance of all responsible agencies doing their best to think and plan ahead to forestall any delays. The Committee also requested the Plant to estimate the total additional cost of overtime expense and by-pass operations to achieve the schedule. The cost of by-pass operations has previously been estimated at \$15,000. The additional cost of overtime is anticipated because of the behind schedule condition now existing.

The Research and Development Department reported that five (5) of a total of twenty-five (25) shotguns are being assembled and will begin shooting tests the week of April 9. The guns are being made up from Tool Room parts where pilot or production components are not available. The testing of these guns is expected to confirm the adequacy of the design. No additional information on receiver cracking beyond the design changes reported last month have come to light. None is expected until test results from the twenty-five guns become available. Though it is not the usual practice in a new shotgun to fire in the order of 30,000 rounds to test for receiver cracking, the emphasis placed on this particular item appears to warrant such a test of the Sportsman 68. 83

The design of the 3" Magnum and 16 and 20 gauges are progressing on schedule. The work on these can not be de-emphasized in order to concentrate more on 12 gauge. These designs must come along simultaneously to properly relate them and avoid basically different designs in other gauges and shell lengths.

The Research and Development and the Sales Department had agreed prior to the meeting on minor appearance changes for the EDL grade. The checkering pattern on the stock was revised slightly to conform more easily to Custom Checkering. The roll marking on the receiver and bolt was shifted to conform with the relocation of the ejection port. The ejection port had been raised to reduce the stress in the area of the receiver subject to cracking. The location and lettering for the model designation on the receiver was defined. Prototype samples of both ADL and EDL will be shown in Bridgeport the week of April 9 or April 16 for the Committee's approval and submission to Management for their approval. In the interest of time and other work load, the prototypes may vary in minor detail from the actual ADL and EDL designs. Any variation will be so noted. The Secretary will also supply an accompanying letter indicating proposed specifications (barrel length, chokes, vent ribs) for approval.

The normal sequence of start up will dictate that one of the two grades, ADL or EDL, be produced first, with the possibility that the