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REPORT OF PRACTICE SHOOTING

April 21, 1948

472 - 1000 ft. above  
target at a shot

This report is issued to interested parties in the hope that action can be taken to improve the accuracy and reliability of the .272 rifle in the 1000 yard range. Weights him for such that the accuracy and functional performance of the eight (.272) rifles tested is satisfactory.

Summary

As previously reported, the results of the shooting tests of the eight (.272) rifles are as follows:

Gun No.	Group Size - inches
25427	2.650
25418	5.3-
25361	1.6
.63997 (new acc gun)	1.2 (10 rounds)
"	4.8 (100 rounds)
33798	5.5-
25728	3.78
25347	4.94
25412	3.1

The conditions of the group size may be as follows:

Ammunition: Lot #1614, 130 grain, Point-Point.  
Target 100 yards. Power Peep, Park and Airport, serial west.  
Shooter: W. H. Kinzer and R. L. Beck.  
" - 10 shot targets per shooter.  
Weather - clear, no wind.

In regard of the targets it is noted that some of the "holes" were "blown" poor accuracy of the gun may be attributed to the following conditions:

1. When length of the ammunition tube is longer than the recommended length of one inch.
2. When the barrel of the gun is joined to a solid receiver unit.
3. When the barrel is cut off the gun to add a receiver unit, the gun is then joined to the barrel by a solid receiver unit which is not machined to the barrel of the gun, and the barrel is not machined to the receiver unit (solid receiver unit).
4. The possibility of the gun being held by a hand or a shoulder strap or of being supported and held in the same manner by a person who is not holding the gun in a correct position. This is due to the gun being held in a position which is not correct with the barrel pointing in the direction of the target.

The following groups of conditions of the test and their flight numbers in page, the first condition being the most severe, others follow in order of increasing severity. The survival dimension as currently contribute to the poor results of the first 100 flights of the program.

Flight Number	1.71	1.72	1.73	1.74	1.75	1.76	1.77	1.78
1. 1	.3071	.3072	.3073	.3074	.3075	.3076	.3077	.3078
2. 2	.3079	.3080	.3081	.3082	.3083	.3084	.3085	.3086
3. 3	.3087	.3088	.3089	.3090	.3091	.3092	.3093	.3094
4. 4	.3095	.3096	.3097	.3098	.3099	.3100	.3101	.3102
5. 5	.3103	.3104	.3105	.3106	.3107	.3108	.3109	.3110
6. 6	.3111	.3112	.3113	.3114	.3115	.3116	.3117	.3118
7. 7	.3119	.3120	.3121	.3122	.3123	.3124	.3125	.3126
8. 8	.3127	.3128	.3129	.3130	.3131	.3132	.3133	.3134
9. 9	.3135	.3136	.3137	.3138	.3139	.3140	.3141	.3142
10. 10	.3143	.3144	.3145	.3146	.3147	.3148	.3149	.3150
11. 11	.3151	.3152	.3153	.3154	.3155	.3156	.3157	.3158
12. 12	.3159	.3160	.3161	.3162	.3163	.3164	.3165	.3166
13. 13	.3167	.3168	.3169	.3170	.3171	.3172	.3173	.3174
14. 14	.3175	.3176	.3177	.3178	.3179	.3180	.3181	.3182
15. 15	.3183	.3184	.3185	.3186	.3187	.3188	.3189	.3190
16. 16	.3191	.3192	.3193	.3194	.3195	.3196	.3197	.3198
17. 17	.3199	.3200	.3201	.3202	.3203	.3204	.3205	.3206
18. 18	.3207	.3208	.3209	.3210	.3211	.3212	.3213	.3214
19. 19	.3215	.3216	.3217	.3218	.3219	.3220	.3221	.3222
20. 20	.3223	.3224	.3225	.3226	.3227	.3228	.3229	.3230
21. 21	.3231	.3232	.3233	.3234	.3235	.3236	.3237	.3238

#### Unintentional

All of the runs which resulted in failure to eject, most of them occurring when ejection was by crash at major rate. None of the runs however, were worse than others in total performance during the first 100 flights in the following:

Flight Number	Condition	Condition	Condition	Condition	Condition
1. 1	-1.1	1.71			all or partial (1.1000)
2. 2	-1	1.72			fail to eject (1.10)
3. 3	-1	1.73			fail only partial (1.1) 4
4. 4	-1	1.74			fail only partial (1.1)
5. 5	-1	1.75			fail only partial (1.10)
6. 6	-1	1.76			
7. 7	-1	1.77			
8. 8	-1	1.78			
9. 9	-1	1.79			
10. 10	-1	1.80			
11. 11	-1	1.81			
12. 12	-1	1.82			
13. 13	-1	1.83			
14. 14	-1	1.84			
15. 15	-1	1.85			
16. 16	-1	1.86			
17. 17	-1	1.87			
18. 18	-1	1.88			
19. 19	-1	1.89			
20. 20	-1	1.90			
21. 21	-1	1.91			

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dam 10307 was chosen for the study and was selected by COMI team #17 (Kinzer). The first 1000 rounds show a malfunction rate of 1.6%. Thirty-four (34) of the 2100 rounds were failures to eject. One was a failure to fire. The failure to fire occurred because of shorts on the base of the firing pin. In this case the firing pin was, retaining the rear of the assembly of the firing pin, resulting in the slight bending of the primers. This condition could be serious by causing an overtravel spring. In the fifth of 1000 rounds it was noted that when shells were loaded, protruded primers had to be trimmed. Retracted primers would remain on the top of the selector in the bolt head, preventing ejection. It is believed that the failures to eject malfunctions were caused directly or indirectly by the following:

1. Incorrect chamber dimensions on the primer section of the rear end bolt head.
- \*2. Injectors - inv. length.
3. The overall length of the cartridges are under size as compared with master chamber, which could allow the primers to set back and protrude beyond the base of the shell head.

The following analysis was made by Mr. H. G. Davis:

Dimensions of Injector

<u>Size</u>	<u>Actual</u>
.1112"	.1109"
.1113	.1115
.1117	

<u>Part No.</u>	<u>Chamber</u>	<u>Injector Head</u>	<u>Injector Length</u>
25347	Poor	0 lbs.	.1110"
25347	Poor	5-3/4 lbs.	.1113
25412	Poor	4-3/4 lbs.	.11145
24728	Poor	5-3/4 lbs.	.111
25413	Good	6-3/4 "	.1115
25297	Poor	4-3/4 "	.111
25361	Good	5-1/2 "	.111
23978	Poor	5-3/4 "	.1085

Recommendations:

It is recommended that before proceeding further with this test, an investigation of the variables be initiated to your advantage for functional performance demands.

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