

REMINGTON ARMS COMPANY, INC.

INTER-DEPARTMENTAL CORRESPONDENCE

Remington
STURMPETERS
STURM

"CONFINE YOUR LETTER TO ONE SUBJECT ONLY"

cc: G.M. Calhoun - Bpt.
 J. D. Mitchell - "
 C C. Clair - "
 W.H. Foster - "
 B.W. Reynolds - "
 S.M. Alvis - Ilion
 R A. Williamson - "
 L. Fox - "
 S. Bennett - "

Ilion, New York
 May 17, 1967

M. H. WALKER

100T and 200S TRAP IMPROVEMENT

A test has been started to find the cause and a remedy for the continued problems on our Automatic Traps.

One of the problems has been the delay in the clutch-activated release. This has been improved to some extent by using the instant release conversion kit; however, after some use this also fails to function properly. Bruce Reynolds has experienced considerable difficulty with a "burr" developing on the carrier hub causing a delay in releasing the bird.

A 200S Trap (No. 1918) with the quick-release system and dry cycled was set up in Ilion Research Division. A slight flat spot wore on the carrier hub and at 4508 cycles the release would not function. This flat spot is what has been referred to as a burr and causes a high friction point which in turn prevents the tripping of the carrier. A new polished carrier hub was then installed and functioned for only 525 cycles before the same problem occurred. This same hub was then removed and Stellite brazed on the area where the wear takes place, and polished to remove the roughness. At the time of this report it has functioned without any delay for over 43,000 cycles.

One of the consistent weak or replacement parts is the brake. It must be adjusted and replaced at frequent intervals with four brakes wearing out at 7396, 5483, 7046, and 7176 cycles each. A leather brake was tried but would not produce the proper braking effect. This may be due to the very smooth braking area on the hub. The traps (200S) at the Ilion Fish and Game Club have leather brake bands and have been in use for nearly a full year with good results. However, the quick-release has been in use only a short time on one of the fields. New materials and possible change in brake design are being considered at the present time.

Exhibit 6