

John Trull

From: Golemboski, Matt R.
Sent: 11/06/2000 03:53:24 PM
To: Trull, John C.
CC:
BCC:
Subject: RE: 710 T&P

John Please send a copy of this to E'town so that they see the same information.

-----Original Message-----

From: Trull, John C.
Sent: Monday, November 06, 2000 9:27 AM
To: Bristol, II Ronald H.; Russo, Alfred D.
Cc: Golemboski, Matt R.
Subject: 710 T&P

All,

Below are my general comments pertaining to Marketing's visual examination for the Model 710 T&P.

Packaging

Overall, packaging looked good. There were no cartons damaged outside of a few minor tears which did not penetrate through the corrugated container. All guns were secure inside of the package and did not appear to have shifted. With the exception of three guns packaged without ISS keys, all required contents were present.

Stock

Overall appearance of the 710 stock was good. No marking to speak of was noticed. In my opinion, I saw nothing that would inhibit our ability to proceed with the production of the gun, however below are some comments which hopefully can be addressed with the implementation of a new mold at some point next year.

- * On approximately half of the guns, a noticeable gap existed along the left hand side of the barrel. In contrast, the right hand side of the barrel on the same guns showed very little or no gap. In the more extreme cases, when viewed from the muzzle, the barrel appeared off center in it's bedding.
- * On the same guns, a more noticeable gap appeared on the right rear corner of the receiver/stock mate (by the safety lever) than was visible on the left. With the both of these gap issues, it was almost as if the barreled action was not mounted straight into the stock.
- * On nearly all guns, the safety lever dug slightly into the stock when placed in the "fire" position. Mike Keeney said that the only good way to address this would be to build a shelf into the stock when a new mold was constructed.
- * One stock was observed with excessive "sink" on the left hand side. A "not to exceed" sample was identified which Mayfield will measure in order to obtain maximum acceptance criteria.

Bolt Camming/Bolt Translation

Force required to cam the bolt into battery was noted to be tight but acceptable on essentially all guns. My opinion is that if we can take measures to reduce this on future production, we should do so. The issue raised by all was how to consistently and accurately measure bolt camming force. No consensus was reached on how to do so. I feel strongly that we should explore developing a means to test this criteria on the Model 710.

Bolt translation varied from gun to gun slightly with one gun being unacceptable with respect to this