

**Franz, Scott**

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**From:** Danner, Dale  
**Sent:** Thursday, November 09, 2000 2:59 PM  
**To:** Golemboski, Matt R.  
**Cc:** Franz, Scott; Zajk, Joseph J; Diaz, Danny; Keeney, Mike  
**Subject:** FW: 710 T & P  
**Importance:** High

Matt,  
Thought I would summarize our discussion today on paper. Pls let me know of any errors/omissions on my part.

- 1) Everyone is in agreement that the headspace gauges in Etown are incorrect. This item is no longer a T&P issue.
- 2) The bent trigger issue will be resolved by replacing all inserts in the remaining guns from the 200 gun T&P lot. R&D Test recommends that the old inserts be scrapped or at a minimum prior to using the old inserts that the trigger pivot and overtravel screw aspects of the insert be inspected for damage. Etown will perform a simple experiment to determine trigger bend sensitivity.
- 3) The side-to-side trigger variation issue will be addressed using the 0.020 shim test method. This inspection will be performed on 100% of existing T&P product as well as 100% of new product built until it can be demonstrated that the stock deformation issues have been addressed.
- 4) Trigger and Sear return issues will be addressed as follows:
  - a) The adjustment screws will only be manipulated on a standalone insert and only at the comparator station. Following adjustment at the comparator station the screws will be cemented.
  - b) The Sear will be inspected for "free travel" at three different points in the process: the comparator station following adjustment, after the insert has been married to the receiver (Diaz bracket/screw installed), and finally when the barreled action is married to the stock.
  - c) The Trigger will be measured for correct/repeatable re-engagement at the comparator station. It will again be inspected visually following marriage of the insert to the receiver. R&D Test continues to recommend that Mayfield consider measuring this re-engagement issue at the comparator on barreled actions and tracking the results for a period of time to ensure "understanding" of the issues raised during the first pass T&P.
- 5) The Trigger Pull specification is now 4.0 to 5.5 lbs as confirmed via email from Bristol.
- 6) During the analysis of guns A-14 and A-26 it was determined that the receiver from gun A-14 was out of specification relative to placement of the Diaz screw hole. Mayfield must provide adequate assurance that the remaining T&P product has been examined/corrected toward this issue and that T&P product conforms to design print. The consensus belief is that receivers machined on the Bridgeport (initial process) are suspect. R&D Test has agreed that culling these receivers from the T&P sample and replacing them with product produced using the latest process will be acceptable. Mayfield agrees that product culled from existing T&P and other receivers processed using the Bridgeport method must be 100% inspected relative to hole placement prior to any use. R&D Test further recommends that a sample of product produced on the new process be evaluated for conformance to print.
- 7) FEA analysis of both the DAT and T&P designs of the bolt stop indicate that the new design introduced a small increase in stress to the part -- however probably not sufficient to account for the increased breakage. Material analysis of DAT and T&P product has shown a slight loss in properties on the T&P product but again not to a degree sufficient to cause the increased breakage. Keeney has an alternate design which will provide increased strength to the area in question. Mayfield and R&D Test agree to continue the T&P effort with the old design bolt stop with the understanding that both DAT and T&P exit will be contingent on a review of performance over all T&P tested product. It may be necessary for Mayfield to rework product to the new bolt stop design.

Please let me know ASAP if you have issues and  
Regards,  
Dale