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COVER BY JOHN BERKEY



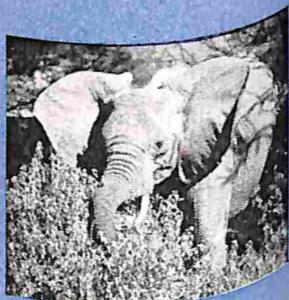
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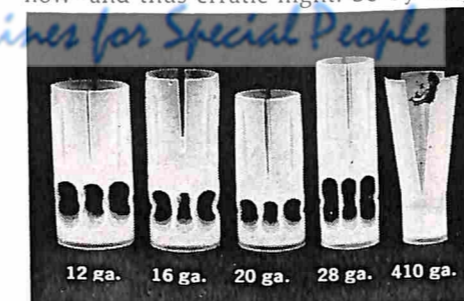
We took a look inside a shotgun to see if we could shoot holes in our claims.

We've been telling reloaders that our patented plastic "Power Piston" one-piece wads can put more shot in the pattern—including the important outer edges—than old-style wads. Now, here's proof of those claims . . . incredible photographs that show how a "Power Piston" works.

There's more to shotgun-shell research than looking at pattern boards. Granted, pattern boards can give you some idea about what the components you put in a shell actually do for you. But Remington-Peters research and development engineers wanted to know more than what happened—they wanted to know *why* it happened. Only then can better wads be made.

So using a "Lucite" test chamber, they watched what happens to a "Power Piston" when a simulated shotgun shell is fired. First, they loaded the test chamber with shotshell components, including a regular "Power Piston" wad. Then using high-speed movies, shooting 5,000 frames per second, they recorded the first two pictures you see in the next column.

The inside story proves that "Power Piston" wads work. As our pictures show, "Power Piston" wads help to protect the shot under firing pressure and while they're moving inside the barrel. And this is important, because round shot flies true. Battered shot, because it's uneven, creates poor air flow—and thus erratic flight. So by keeping the shot round,



"Power Piston" wads deliver more even patterns with more shot in them, and thus help the hunter make clean, sure hits—and trap and skeet shooters score on birds they might otherwise miss.

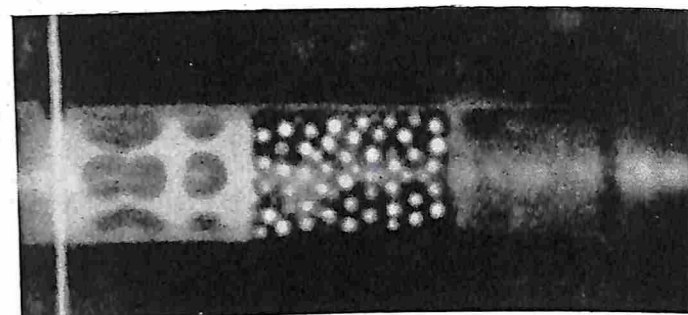
We've designed a whole family of "Power Piston" wads with the help of this type of research. And today, with just a few special exceptions, every Remington-Peters shotgun shell is made with a "Power Piston" wad in the load. We also sell "Power Piston" wads to reloaders as components for 12, 16, 20, 28, and 410 shells. We even make wads to fit some of our competitors' shells, as well as paper shells. (If you'd like a free catalog listing all our ammunition components for reloaders, just send us a card.)

Remington Reports are based on facts documented by the people who design and make our products. To get a free folder to keep them in—and your free components catalog—send a postcard to: Remington Arms Company, Inc., Dept. 415, Bridgeport, Conn. 06602.

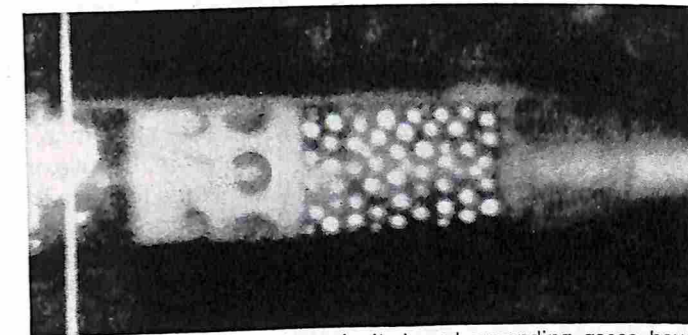
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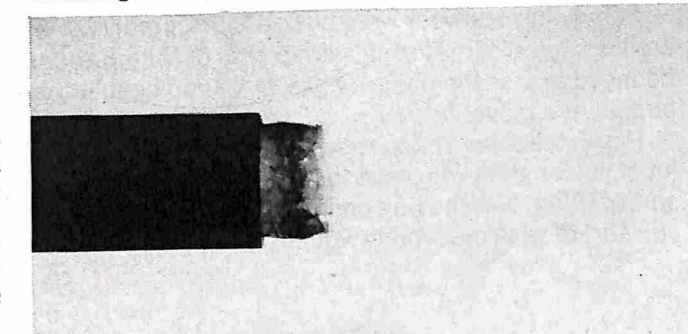
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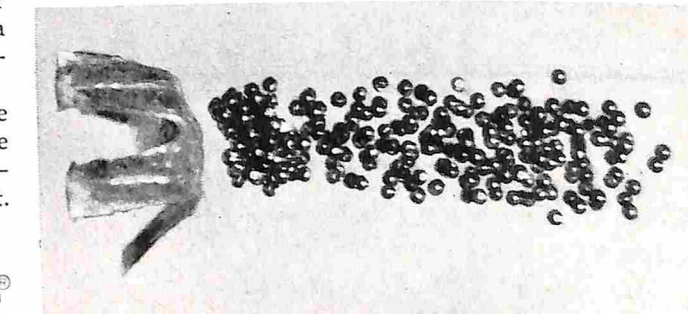
Ready to go. Here's what the plastic "Power Piston" wad looks like in the "Lucite" chamber before firing. The holes in the flexible shock-absorber section behind the shot cup are fully open. The powder is behind the wad, concealed by a specially designed plastic head.



Ignition. The charge has been ignited, and expanding gases have pushed the "Power Piston" forward in the test chamber. The shock-absorber section in compressing is helping to keep the shot from being crushed together by the force of acceleration. This is where Remington engineers take a hard look at how fast the wad compresses—all-important in producing maximum power from the propellant charge.



At the muzzle. (Here we switch to high-speed pictures of test firings from a regular shotgun barrel.) The gas-sealing skirt on the rear of the wad has expanded to seal the barrel and keep the gas from leaking past and losing power. The shock absorber is completely closed. The shot column is moving at top speed, but the "Power Piston" keeps it from touching the barrel and flattening the shot.



On the way. The shot column is now 30 inches away from the muzzle. The "Power Piston" has opened and is falling behind. The shot column, cushioned and protected during its ride through the barrel, will now continue to the target with fewer deformed pellets to spoil the pattern.

Sports Afield

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