



Charlie's Story

I have been doing machine work since 1969 when I was accepted to the NAS Pensacola machinist apprentice school. I graduated and was presented with my Journeyman card in 1973. I have been in the machining business ever since then except for a couple of years of 18 wheel driving. I worked at the Naval Air Station Pensacola for about 15 years and learned to make aircraft parts to very close tolerances. So when I started making M14 receivers I was no stranger to complicated parts. Some folks think that a CNC programmer/machinist has to know a lot about M14's to manufacture these receivers, but actually this was just another part in a long list of parts I have made on a variety of different machine tools. When you learn to manufacture parts to close a tolerance such as airplane parts, it becomes second nature to be able to manufacture parts like receivers to a looser print tolerance. I have been making parts for over 45 years and most of them I had no idea what they were or where they went into some assembly or airplane.

Our CNC model was produced from the print that was drawn in 1958 and was last revised in 1975. Our receiver has all of the features cut into it and none of them finish formed during our hammer forging operation. Our receiver is manufactured exactly to that 1958 print without any significant changes. There are a lot of other receivers out there but of the ones I have seen they all have a surface that was either formed during hammer forging or was left uncut after pouring a casting. We believe that our receivers are closer to the original receivers than any others because every surface in our receiver is cut in and not formed by one method or another. Of the cuts that I needed a 5 axis machine to cut and could not do in a vertical 3axis machine with a 4th axis indexer, I cut them with 3D toolpaths and I polish the lines out later, so even those cut are from the original print/CNC model.