
xm8 airsoft Superior HK XM8 Kicks M4's Ass

Posted by robert arndt - 2008/09/14 07:04

From: teuton...@aol.com (robert arndt) Date: 7/8/2004 4:13 AM Central Daylight Time Message-id: <9b35beb1.0407080113.28b3d...@posting.google.com Tank Fixer <paul.deekat.carr...@us.army.mil wrote in message <news:MPG.1b5601bbe3a3d4a598b014@news.west.earthlink.net... In article <9b35beb1.0407050116.5770d...@posting.google.com, on 5 Jul 2004 02:16:43 -0700, robert arndt teuton...@aol.com attempted to say <http://www.hk-usa.com/pages/military-le/rifles-carbines/xm8.html> Check out the head-to-head comparison. HK rules! from the manufacuers web site ??? hahahahahaahhaa No need actually since most HK small arms EXCEED all US Federal and Military standards, Jackass. Rob You STILL haven't provided an independant cite. Do you have one? Why don't you just call the US Army's ARDEC, NJ facility and ask them... or perhaps the Secret Service's Armory, or any Police/HRUs in the nation that equip with HK, Walther, Mauser, and Erma. Rob - Hide quoted text -- Show quoted text - Dan, U.S. Air Force, retired

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Posted by B2431 - 2008/09/14 07:04

Message-id: <9b35beb1.0407101423.599e1...@posting.google.com b2...@aol.com (B2431) wrote in message <news:20040708142228.19503.00001199@mb-m17.aol.com... From: teuton...@aol.com (robert arndt) Date: 7/8/2004 4:13 AM Central Daylight Time Message-id: <9b35beb1.0407080113.28b3d...@posting.google.com Tank Fixer <paul.deekat.carr...@us.army.mil wrote in message <news:MPG.1b5601bbe3a3d4a598b014@news.west.earthlink.net... In article <9b35beb1.0407050116.5770d...@posting.google.com, on 5 Jul 2004 02:16:43 -0700, robert arndt teuton...@aol.com attempted to say <http://www.hk-usa.com/pages/military-le/rifles-carbines/xm8.html> Check out the head-to-head comparison. HK rules! from the manufacuers web site ??? hahahahahaahhaa No need actually since most HK small arms EXCEED all US Federal and Military standards, Jackass. Rob You STILL haven't provided an independant cite. Do you have one? Why don't you just call the US Army's ARDEC, NJ facility and ask them... or perhaps the Secret Service's Armory, or any Police/HRUs in the nation that equip with HK, Walther, Mauser, and Erma. Rob YOU made a claim about the XM-8 it's up to you to prove your point using data other than that provided by the manufacturer. Instead you mention Mauser, Walther and Erma. You still haven't proven your point despite several of us asking you to provide independant and verifiable cites. Don't was us to to your research for you. You made the claim so YOU have to prove it. Dan, U.S. Air Force, retired

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Posted by Evan Williams - 2008/09/14 07:04

One question that I have is why did they go with red dot sight? The attachment points for the standard multi-function integrated red-dot sight allow multiple mounting positions and insure 100% zero retention even after the sight is removed and remounted. The battery powered XM8 sight includes the latest technology in a red dot close combat optic, IR laser aimer and laser illuminator with back-up etched reticle with capability exceeding that of the current M68-CCO, AN/PEQ-2 and AN/PAQ-4. This sight will be factory zeroed on the weapon when it is delivered. This seems like a liability to me. I guess that the designers at HK don't realize the amount of abuse a rifle goes through during its service life. Things like battery powered, IR laser aimer, laser illuminator, factory zeroed, are enough to give me the willies. There is a lot to go wrong with one of the most important parts of the weapon. Batteries die and their connections get corroded, lasers if visible work both ways if invisible require another sensitive piece of gear to use, lenses shatter or crack and get covered with dust, dirt, film from smoke, water drops, and fog over. All the while you are looking through a tube that tends to take away your peripheral vision. Fortunately, I have never been in a fire fight, but it seems to me that when there is one guy out there shooting at me there are probably others out there as well. In my opinion this is a perfect example of fixing something that isn't broken. Good old iron sights with cammed adjustments are the way to go. The sights are the brain of the weapon. In an extremely feeble attempt to get this thread on topic, it has been said in this NG many times a good pilot in an inferior A/C will beat an inferior pilot in an excellent A/C. I would feel more confident shooting a surplus Mosin Nagant with a well mounted Leupold 10x Mk-4 than I would shooting a M-40A1 with a \$20 Wal-Mart special slapped on top. This is a perfect example of engineers going nuts in a lab and being out of touch with what is really needed in the field. Evan Williams

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Posted by Paul J. Adam - 2008/09/14 07:04

This is a perfect example of engineers going nuts in a lab and being out of touch with what is really needed in the field. It seems to me to be more pulled from the field, than pushed from the lab. (If it was an academic push, the troops in the field would be firing 'salvo squeezebore bullets' or flechettes or some of the other interesting concepts that fell by the wayside... the way to improve your troops' marksmanship is less to buy them a new rifle, or even give them a new sight, than to give them lots of practice)

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firing 'salvo squeezebore bullets' or flechettes or some of the other interesting concepts that fell by the wayside... the way to improve your troops' marksmanship is less to buy them a new rifle, or even give them a new sight, than to give them lots of practice) In that, we are in total agreement. Evan Williams - Hide quoted text -- Show quoted text -

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Posted by Dweezil Dwarflosser - 2008/09/14 07:04

Then we transitioned to the F/A-18. OH MY GOD! It's all about computers talking to computers. That was the same set of problems as the F-16 hunk-o'-junk. (Current software is capable of accurately diagnosing 80% of detectable faults... . Yeah, right. Who gets to fix the remaining 20%? What about the guy stuck with a persistent non-detectable fault?) That's where the system of smart machine, dumb technician failed miserably.

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Posted by Evan Williams - 2008/09/14 07:04

If a step failed you instantly knew what was wrong. It was dead nuts simple. Sounds like a GWM-4 tester. Used on the AIM-9 launchers - as long as you remembered to remove ALL of the missiles from the other wing before starting the checks! Then we transitioned to the F/A-18. OH MY GOD! It's all about computers talking to computers. That was the same set of problems as the F-16 hunk-o'-junk. (Current software is capable of accurately diagnosing 80% of detectable faults... . Yeah, right. Who gets to fix the remaining 20%? What about the guy stuck with a persistent non-detectable fault?) That's where the system of smart machine, dumb technician failed miserably.

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the test you would move a knob to a different position and read the meter. If a step failed you instantly knew what was wrong. It was dead nuts simple.

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Posted by Guy Alcala - 2008/09/14 07:04

Memory check: Nope. The -20 checkers were for AIM-7 stations; Lots of solenoid eyeballs for checking the different functions. I don't want to go through this again. Five or six years ago I was unable to convince you that Navy/Marine F-4's could not carry AIM-7's on the outboard stations. It is obvious that you still assume that everything including nomenclatures still revolve around the Air Force. Think of it this way, NAVAIR is doing it just to confuse us. <G No sweat. Even our USAF AN/AWM-20 checkers had NAVAIR on the nameplates. We just used them as intended: as a single-station AIM-7 launch tester. (Thick cable, ending in a big, blue large-pin socket, and a small motor fire pigtail. The big socket plugged into the green AIM-7 wafer, with the thick and widely-spaced gold-plated pins.) BTW - by 1970 or so, even the USAF had removed the TG-76 single-channel tuning drives from the outboard pylons on their ratty-ass old F-4Cs. They couldn't hang AIM-7s on the outboards, either, anymore. John, I have never, ever seen any armament listing, or any photo, showing an AIM-7 being capable of loading on an O/B pylon. They could be carried singly on the original I/B pylons (for a total of six AIM-7s), used by the navy and the early F-4Cs (identifiable by the straight top leading edge), before the F-4C and all subsequent USAF model F-4s went to the stronger I/B pylon with the curved top leading edge. IIRR the original I/B pylon design carried the AIM-7 directly on the bottom as a rail mount, instead of an ejector

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Oh - one more thing, Guy - Look closely at an illustration of the old Missile Status Panel. (The one with the rotary eject knob in the middle.) I think you'll find a single green AIM-7 selected light in the 3 and 9 o'clock positions - corresponding to the LOB and ROB pylons...

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