PISTOL NOMENCLATURE AND SAFE LOADING AND UNLOADING

All pistols consist of three major components: the frame, the barrel and the action.

**The Frame**

The frame serves as the backbone to which all other parts are attached. It is usually made of metal, but may be made of plastic.

- The *trigger guard* protects the trigger.
- The *mechanical safety*, which, when engaged, blocks trigger movement.
- The *rear sight* that is used in the aiming process.
- The *grip*, which is the part that is held by the shooting hand.
The Barrel

The barrel is a hollow metal tube through which the pellet passes on its way to the target.

- The **barrel**
- The **muzzle** end of the barrel, stressing the importance of keeping it pointed in a safe direction.
- The **front sight**, which is mounted near the muzzle end of the barrel.

The Action

The action is the group of moving parts used to cock, compress air (in some models), load, fire, and unload the gun.

- The **trigger** which activates the mechanism that releases the air that pushes the pellet out of the barrel.
- The **bolt/load breech**, which cocks the gun and loads the pellet.
- The **CO₂, Compressed Air, or Cocking Lever** that provides the propellant or stores the air.

Pellets

The projectile for most air guns target shooting is a pellet made from lead, or lead alloy, that weighs about 0.50 grams (about 8 grains or 0.018 ounces). The shape of the pellet best suited to target shooting is the Diabolo shape shown in the picture to the right. The pellets have a flat head, sometimes referred to as a wad-cutter shape, because it punches a nice round hole with clean edges, making the shot hole much easier to score. The skirt is the part that seals the pellet as it travels down the bore. Match pellets (for competition) are available in different head diameters (ranging from 4.48 mm to 4.51 mm), but practice pellets are usually 4.50 mm.

COCKING AND LOADING AIR PISTOLS

As with any air gun, there are many different methods and procedures for cocking and loading these air pistol. The detailed steps for operating the gun is listed in the owner’s manual included with each gun. Methods of cocking air pistol used in modern competition include: Spring Piston, Single or Multi-Pump, CO₂ & Compressed Air.
Spring Piston Break Barrel –

**Step 1.** If equipped with a safety, place safety on.

**Step 2.** Firmly grip muzzle end and pistol grip

**Step 3.** With the muzzle pointed in a safe direction, “break” the barrel and bend until spring “clicks” in place.

**Step 4.** Place pellet into the breech area of barrel making sure to press the pellet in flush to the edge of the barrel. The flat head of the pellet should be toward the muzzle and the skirt end toward the rear.

**Step 5.** Firmly grip the muzzle end and pistol grip and “snap” barrel back into place.

**Step 6.** Place safety switch to fire. Pistol is now ready to fire.
Spring Piston Side Cocking (FWB 65) –

**Step 1.** If equipped with a safety, place safety on
**Step 2.** Firmly grip pistol with finger off the trigger

**Step 3.** With other hand, depress locking button and pull lever back until level locks back and breech area is open. Keep the muzzle pointed in a safe direction.

**Step 4.** Place pellet into the breech area of barrel making sure to press the pellet in flush to the edge of the barrel. The flat head of the pellet should be toward the muzzle and the skirt end toward the rear.

**Step 5.** Fold lever back and clip in place.

**Step 6.** Pistol is now ready to fire.
Single or Multi-Pump (Pneumatic) –

**Step 1.** If equipped with a safety, place safety on.

**Step 2.** Open the bolt.

**Step 3.** With the pistol pointed in a safe direction, extend cocking lever/handle fully until air is sucked in, pause 2 seconds, and close the handle until it is locked back in place.
Multi-pumps will take several additional pumps of the cocking lever to charge the amount of pressure needed for the shot.

**Step 4.** Place pellet into the breech area of barrel. The flat head of the pellet should be toward the muzzle and the skirt end toward the rear.