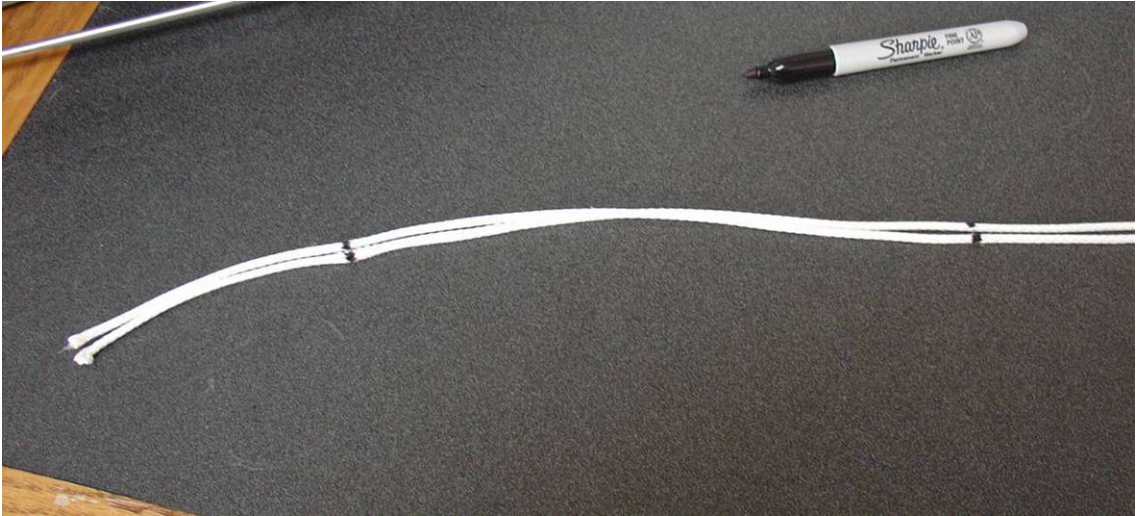


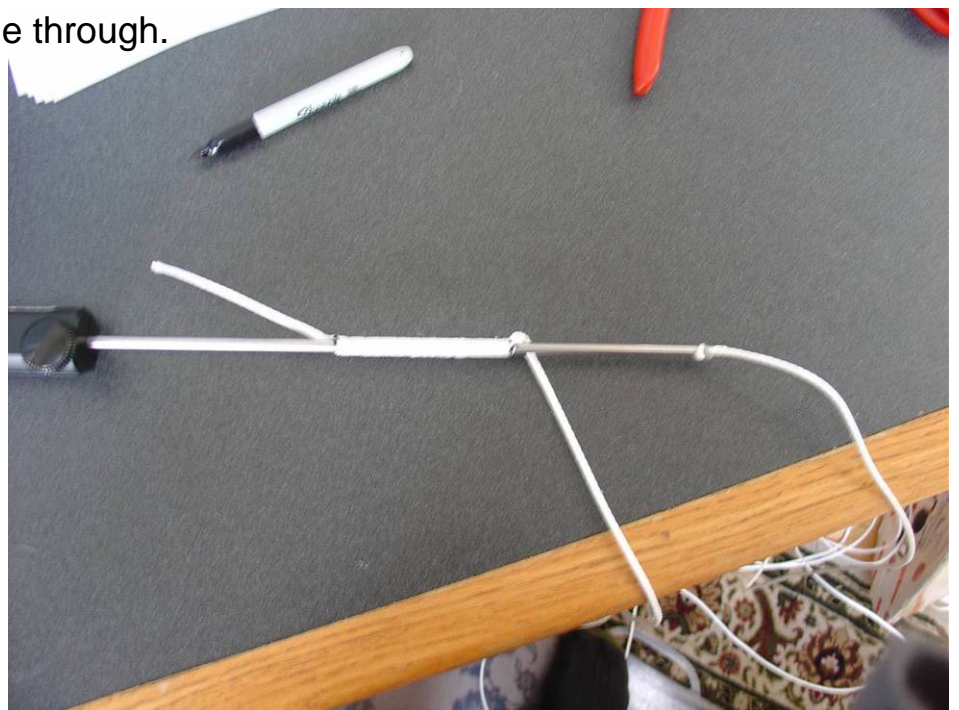
# Trap wires without mast hardware (removing weight aloft)

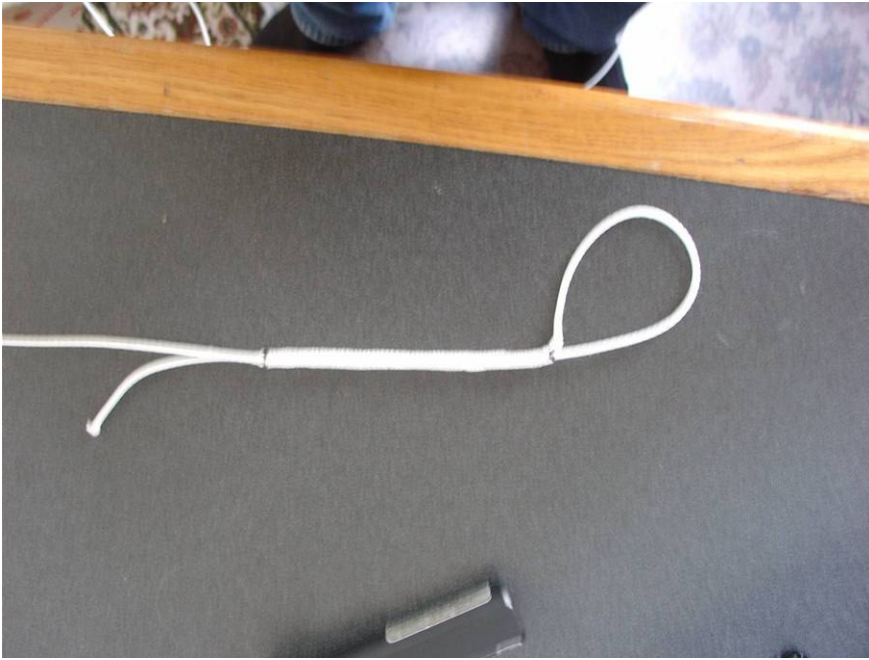


The objective here is to get rid of all trapeze mast hardware (tang & thru bolt).

In doing so, it is very important to shield the trap line from abrasion where it will exit the mast tube. To do this, it needs a cover layer to take possible abrasion. The following is how you do that.

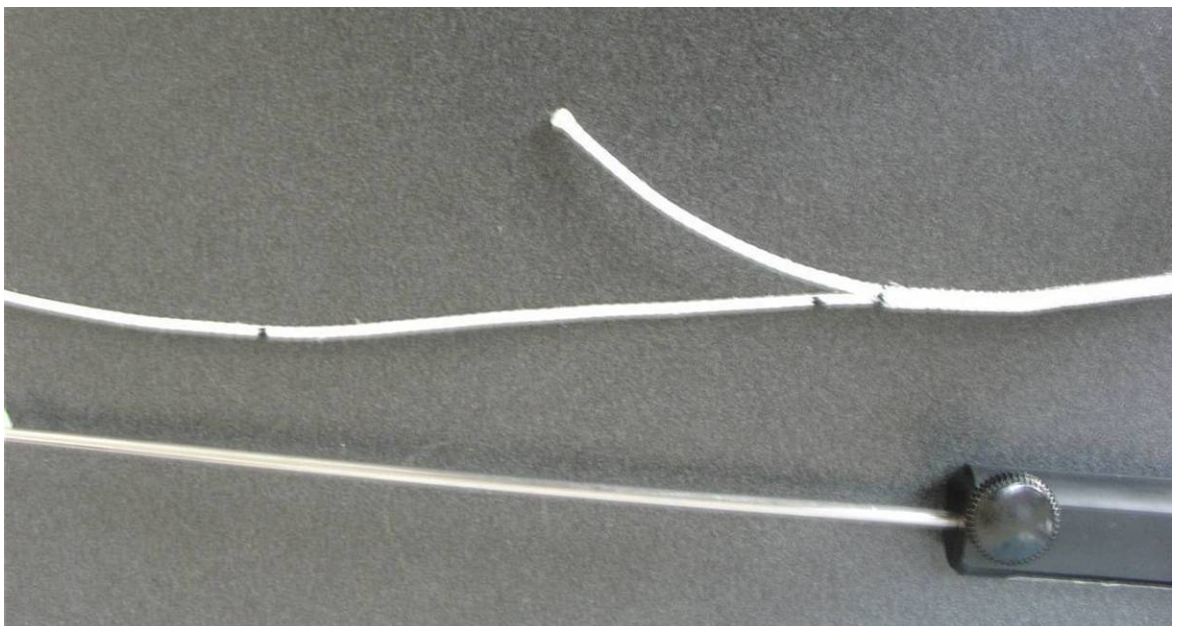
Begin by marking both new trap lines at 4" and again at 12". Insert the splicing wand at the 4" mark and come out at the 12" mark. Pull the entire length of the trap line through.

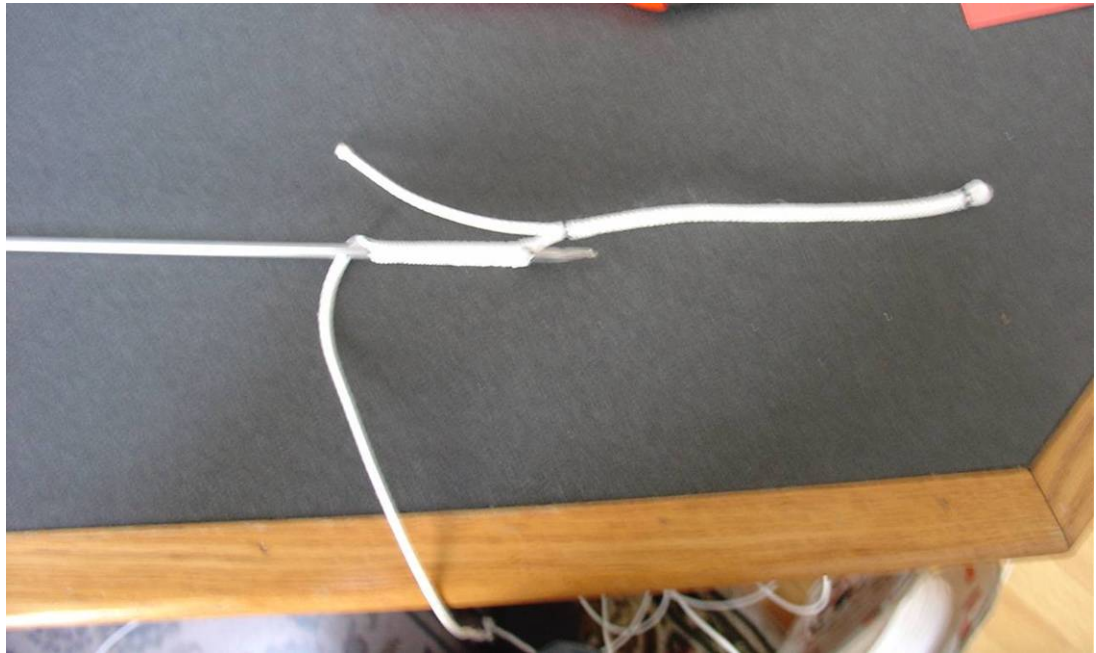




After pulling the entire line through, continue until you have a very small loop (the loop above will be pulled until it is approximately  $\frac{1}{4}$ " in diameter).

Next you'll prepare to pull the tail inside the main line. After getting the loop down to size, make a mark on the trap line approximately 2" beyond the end of the tail and another mark at the junction of the tail and the main line. Slide the cover up about  $\frac{1}{2}$ ".

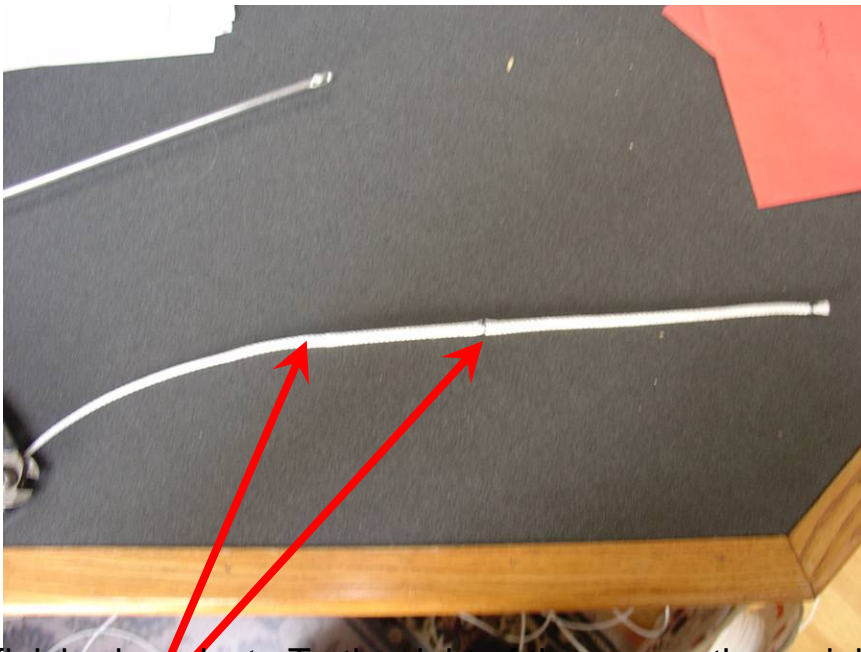




Sorry about the poor quality of the photos.

Insert the wand at the first mark and come out at the junction mark. You will now pull the tail into the main line and out at the lower mark. You want to pull the end out of the line a bit so you can unbraided it about  $\frac{3}{4}$ " and cut half of the strands off so that it will be tapered when you bury it





This is the finished product. To the right of the arrows the mainline is covered. Between them is the buried tail with the mainline on the outside.

Prepping the mast:

Next, you'll want chamfer the edges of the bolt hole from which you removed the old trap bolts and tangs (carbon can be sharp). A small Dremel grinding ball can be inserted in the hole and spun with your fingers to relieve the inside sharp edges. If you choose to use the motor—be very careful to avoid creating new sharp edges

Use your wand to pull the small end all the way to within a couple of inches of the fat part (cover) at the end. Leave it at this point and tie a simple overhand knot and pull the knot tight.





Pull the other line through from the other side and repeat the knot process. Remember, You can not get both lines through unless you leave them at the thin part until you are ready to pull both “home” at the same time.

Below is the finished product. You may want to whip the little tail of each knot to the adjoining line--just to keep it from the possibility of coming untied. Another trick is to leave the loop just a bit bigger and run the opposing trap line through it to eliminate that possibility.

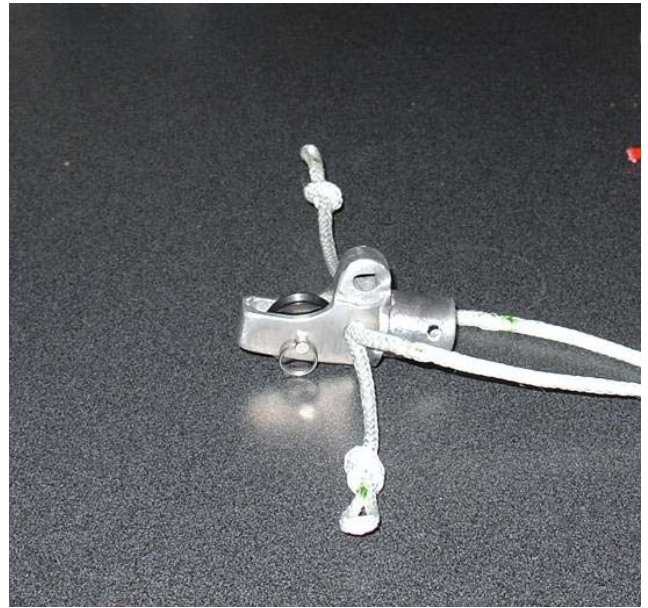
Do not be tempted to make a continuous line with a cover and a knot on each side of the mast. The small amount of slack between the knots and the mast will allow a sawing action each time you tack and will fail fairly quickly.



# Using the same technique on caps

On the right you can see the mast head crane has been drilled with a  $\frac{1}{4}$ " hole to receive the caps. The knots have not been pulled to the fitting yet for illustrative purposes.

The same technique has been used as with the trapeze lines. The loops on the ends are a bit bigger so I can whip them to the main line well below the masthead fitting (use red whipping twine so you can see it from the ground). The shoulders of the crane (where it sits on the mast tube) have had a seat filed for the caps with a small round file..



Notice the red abrasion covers with the tails still out on these shrouds. These eliminate the need for spreader tip farrels. Once I put the crane in place I'll simply locate the spot where they go through the spread tip and then pull the tails inside. I use red so I can see any problems from the ground.

