

M. H. Walker

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The lock screws loosened on the clutch control lever shaft at approximately 25,000 cycles and the trap would not operate. A hole was drilled through the shaft and a roll pin installed. This should be done on all trap conversions to the quick-release system. We have had this same problem with another trap and Bruce Reynolds had it occur at Lordship.

The quick-release parts with Stellite on the critical wear point should be used on all new and repair traps to insure instant release of the carriers. Other areas for improvement include better lubrication, main spring breakage, plate alignment for proper feeding, and finger wear of magazine. Bird breakage has also been excessive and therefore will be an important item to find the cause and remedy. 83

One of the points noted in preliminary work on the traps has been lack of workmanship or finish on the parts. This should be corrected for better performance as well as interchangeability of parts here and in field repairs.

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