

Czech tow hook as modified by Roger Heap

Modifications enable me to dispense with the yoke to suit my A1's better. As supplied, I think they are optimised for A2's and I need to reduce zoom/rudder movement at launch.

- The front stop screw is too coarse for me. I remove it all and create my own front stop on the fuselage to contact the lower forward part of the hook.
- Hook [pull] movement is initially restricted down to just over 1mm (see 3.) by the adjuster screw. If not possible, find a longer screw or glue packing below the shaft endplate.
- Shorten the latch pin to release at 1mm of hook movement, minimising rudder movement during zoom launch.
- Groove the frame to engage the re-bent latch spring, preventing sideways movement and separation of the latch hinge.
- Increase the frame cut-out, where the rudder line end is secured, to stop any chance of it being trapped.

I fit the hook with a longer pin than supplied right through the fuselage sides. Latch release is wound up to at least 5 or 6 pounds. Further zoom and flying adjustments are set at the flying field. Much depends on launch technique.

