

WEEDHOPPER FLIGHT CENTER -- FROM FANCY TO FACT!

When John Chotia went into the Weedhopping business just over three years ago, he fancied the day when he would have a short strip of asphalt in an open field for Weedhoppers and other ultralights. As Weedhopper of Utah, Inc. grew (beyond even John's expectation) the dream also grew. This spring, when the Flight Center became fact, it was no "short strip," but rather some 1500 feet of paved runway on a 27 acre site. Located in lush pasture land near Plain City, Utah (just 8 miles from our present factory), the new Center sports a jumbo hanger housing a half-dozen Weedhoppers and a spanking new Gypsy. The site will serve not only as the permanent home of Weedhopper of Utah, Inc. (work to begin on the new factory next year) but also as the Training Center for all Weedhopper dealers. A mobile office, for use as the Ground Training Facility is scheduled to be in place by mid-summer. Flight training will also be available to anyone who wants to learn to fly an ultralight. July 6 - 10 mark the dates of the first Weedhopper Dealer Training Seminar.

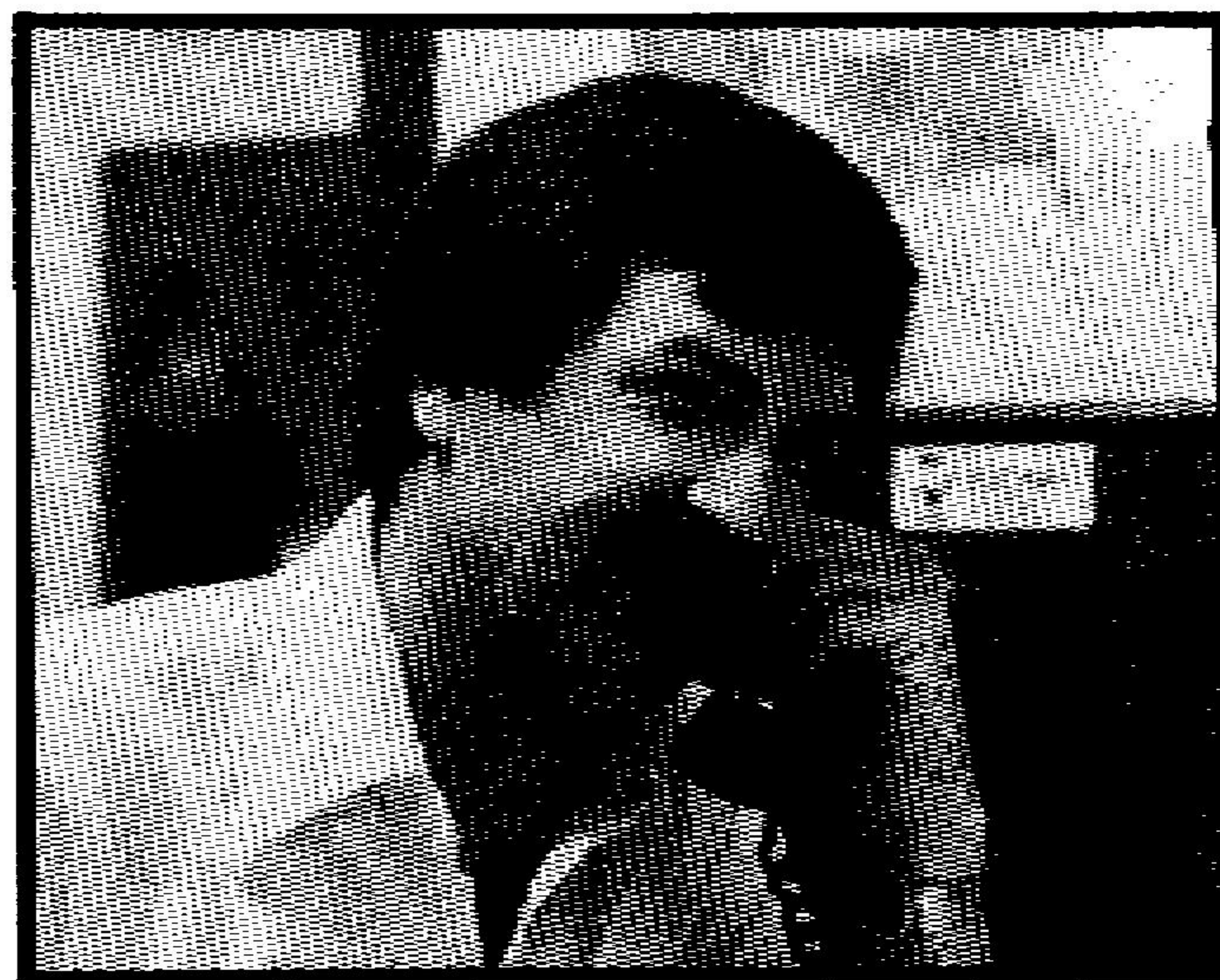
A major national ultralight fly-in at the new airfield is now in the planning stages. Slated for September 28 - October 4, the week-long event will feature a variety of competitive and just-for-fun flying. Some \$3000 in prize money will be awarded. The fly-in will be open to Weedhopper pilots from all over the world, and will include activities and entertainment for all. All types of ultralight will be welcome. Participants may camp at the field, or stay at one of the several motels and campgrounds within a few miles of the site. Look for more information about the fly-in in the next issue of Weedhopper News.

One thing the new Flight Center doesn't have is a name! And since the field belongs not just to us but to all you Weedhopper folks out there, we want you to help us name it. Sooo--- we're having a

CONTEST! We'll be taking your suggestions for names for the new Weedhopper Flight Center from now until August 15th. A panel of judges will select a winning name from those submitted, and the winner will be announced in the September issue of Weedhopper News. The lucky person who names the Center will receive a prize (to be announced) and will be our guest of honor at the big Weedhopper Fly-In. Sharpen up those pencils and start dreaming up names! Send your entry to: WEEDHOPPER, Box 2253; Ogden, Utah 84404 (attn. Steve Phillips). The Fly-In will be the "coming out" party for the Center, so schedule your calendar and plan to attend. Y'all come!

WEEDHOPPER GETS V.P.

John Chotia, Weedhopper's creator and President, recently announced the appointment of George Strother to the post of Vice President in charge of National Marketing. Among other duties, George will assume responsibilities as the Dealer Coordinator replacing Steve Phillips, who has begun a new assignment to develop Weedhopper's Flight Training Program.



George Strother in his natural habitat... on the phone with a Weedhopper Dealer.

George comes to Weedhopper with a wealth of experience in marketing and sales, having been a top sales executive for Trailmobile (semi-trailer manufacturer in California) for some fourteen years. George brings a professional salesman's perspective to our rapidly expanding dealer network and will work to develop an effective, aggressive marketing network.

WEEDHOPPER COPYRIGHT PROTECTION

Warming weather seems to have spawned a number of new ultralight flying machines, a few of which look far too familiar! Among the proliferation of aircraft popping up across the country are some cheap (and potentially dangerous) imitations of the Weedhopper. Since we do not sell plans only for the Weedhopper, it's obvious that the airplanes are ripoffs!

For the record, both copyrights and patents are pending on not only the physical appearance but also the actual design of the Weedhopper. Anyone attempting to duplicate and/or market the Weedhopper design will be in serious trouble. Already, a \$3 million damage suit has been filed in Florida against the makers of Weedhopper ripoffs. A \$500 reward has been offered to anyone who provides Weedhopper of Utah, Inc. with information leading to convictions in such cases. The Weedhopper design is highly refined and has been extensively tested. We use only the best materials available in its manufacture. It's our airplane -- leave it alone!

8 WEEK DELIVERY? TRY 4!

The first guaranteed delivery airplanes went out the door early in May. Although some of us are still suffering from the effects of the party we threw to commemorate the big event, we're still maintaining our production schedule. In fact, we're ahead of schedule. I'm sure that you'll agree that 8 weeks guaranteed delivery is pretty darn good. However, by the time you get this newsletter we will be shipping complete kits within 4 weeks of receipt of the order. In a few months, turnaround time on orders could be 48 hours! We've put a lot of time and money into developing our production capability, and now it's paying off!

WEEDHOPPING IN PARIS

Weedhopper Executive Vice-President Susan Chotia and Rich Rudolph, our ace airshow pilot, are due back any day from Europe, where they've been since late May. Their trip was in response to an invitation to demonstrate the Weedhopper at the Paris Airshow. Michel Jaspas, our exclusive European Manufacturer/Distributor for Weedhopper, has been acting as escort and interpreter for Sue and Rich as they've demonstrated the aircraft and met with the European press.

WEEDHOPPER FIELD REP.

Newest addition to the Weedhopper team will be a factory field representative. The new man will be a combination "Good Will Ambassador/Tech Rep." He'll be representing the company at air shows, organizing regional dealer fly-ins, handling construction and marketing questions, etc. It's Weedhopper's answer to Charles Kuralt's ON THE ROAD!

WANTED - USED WEEDHOPPERS (AND OTHER FLYING MACHINES)

We're going into the used airplane business! With our new flying field operational, we have the capability to re-condition and trim used Weedhoppers for re-sale. If you have or know of someone who has a Weedhopper in good condition for sale, let us know. We'll also be talking trade-ins for the new "C" model.

We are also in the market for a Yamaha powered Quicksilver, a late model Eagle, and a Pterodactyl Ptraveler. These three ships represent the best and most popular among our ultralight competitors, and we want to fly them during our Dealer Training Program so our dealers can become more familiar with their flight characteristics. Just like Consumer Reports!

ENGINE TROUBLESHOOTING GUIDE

David Peterson in Customer Service is hard at work on an engine trouble shooting guide for use in the field. David was around when the Chotia 460 was born, and is no stranger to the "hows and whys" of the two-stroke engine. He knows the engine, and he doesn't mince words (if it's your fault he'll tell you). The guide is short but sweet, and designed to lead you directly to the problem -- no detours along the way!

After 3 years in the business, we've heard the full repertoire of engine miseries, and have found that in most cases the problem is minor and easily corrected. The Guide will soon be available through your Weedhopper dealer at a modest price.

BULLETIN - WEEDHOPPER TWO

6-1-81 -- John Chotia today announced the decision to restrict sales of the Weedhopper Two to dealers only to use as a trainer. Existing orders for the Weedhopper Two's will be honored, or customers will be offered the option to switch their order to a Standard Weedhopper.

LICENSES AND REGULATIONS by John Chotia

With the increased national coverage being received by the ultralight movement, I have been receiving letters and calls from people who fear government regulations may come in the future.

I've got news folks! We are regulated right now! We always have been! Like a bicycle on the street, an ultralight doesn't require a license but the operator must obey the same traffic rules as the licensed vehicles/operators. All ultralights are subject to the same Federal Air Regulations as the rest of aviation.

This issue has been confused by many writers, FAA local offices, etc. Being unlicensed is not the same as unregulated. This is a very important point because to many people "unregulated" sounds anti-American! They equate "unregulated" with "unsafe" or "a hazard to other people". Nothing could be farther from the truth.

As soon as the local FAA offices realize that they should enforce the FAR's, and the ultralight pilots realize they must obey the FAR's (except licensing) this whole situation can stabilize.

Meanwhile, be careful what you say, when you mean "unlicensed", don't say "unregulated".

DEALER PROGRAM by John Chotia

George Strother is busy these days, nearly every day 8 or 10 requests for dealer information come in. This increased interest, professional market management, and our new "C" model have led to the next logical step, a new dealer program.

In the past our dealership arrangement has been rather low key and though the investment was low, so was the percentage return. As a result we had a few dealers who hustled and made good money, and we had a lot of "dealers" who just let the incomplete kit sit in the garage.

1981 is the year when ultralights make the move into big business. Weedhopper of Utah, Inc. has been written up in Newsweek, Nations Business, American Business, Forbes, and The New York Times! We also have some very successful dealers who have pointed the way towards substantial earnings as a Weedhopper dealer.

Our new program allows much greater discounts excellent training, a video training center and promotional tapes, package discount parts inventory and an all new promotion and advertising plan to meet this new and expanding market.

If you are interested, write or give George Strother a call.

EDITOR'S NOTE - by Steve Phillips

Many of you will note the change in format of this newsletter -- no more slick paper, but still loaded with interesting and informative articles about Weedhopping! We've brought the newsletter back in-house so we can better cover the Weedhopper story right where it's happening, and get the word out before it becomes history. This is the first issue since February, so we've got a lot of catching up to do (as you can see by the abundance of articles). I'll be editing the newsletter, along with my other duties as Communications Manager for Weedhopper. In upcoming issues of Weedhopper News, I'll be printing news about Weedhoppers and other ultralights from all over the world, so if you have something to report, send the information to my attention here at Weedhopper.

GOOD FLYING!

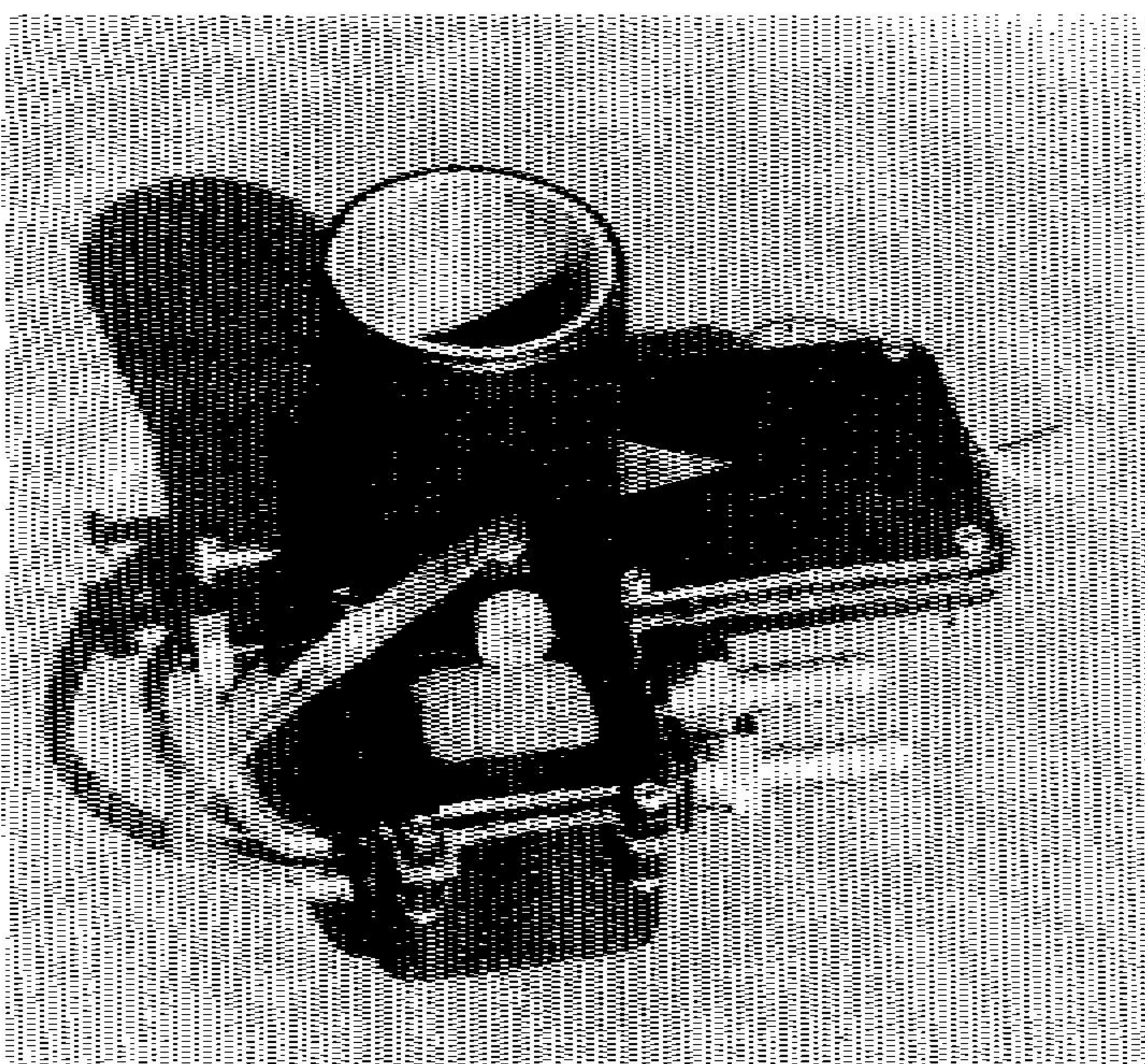
FLIGHT NOTES

CARB COUGHING?

Recent reports from the flying field prompt the following: Some Weedhopper pilots flying the Walbro carburetor have reported sudden power losses during flight. Although power fluctuations are often a simple case of improper mixture setting, we have found that a few of the Walbro carbs have chokes which exhibit a tendency to vibrate closed during flight. This would of course result in flooding and significant power loss or even engine stoppage. The problem is eliminated by simply attaching a stronger spring to the choke valve, or in some cases wiring the choke open. Take a moment to examine your carburetor for possible problems, and take care of it on the ground!

NEW CARBURETOR SOON

The prototype Chotia carburetor is through the R&D phase and currently undergoing flight testing on the "C" model. Preliminary performance reports are phenomenal! Made of injection molded plastic, the jet black slide valve carb is delivering as much power as the fuel injector, and more than the 35mm Tillotson carb, while sipping less fuel than either. Look for the new carburetor when the "C" model Weedhopper package hits the stands in August.



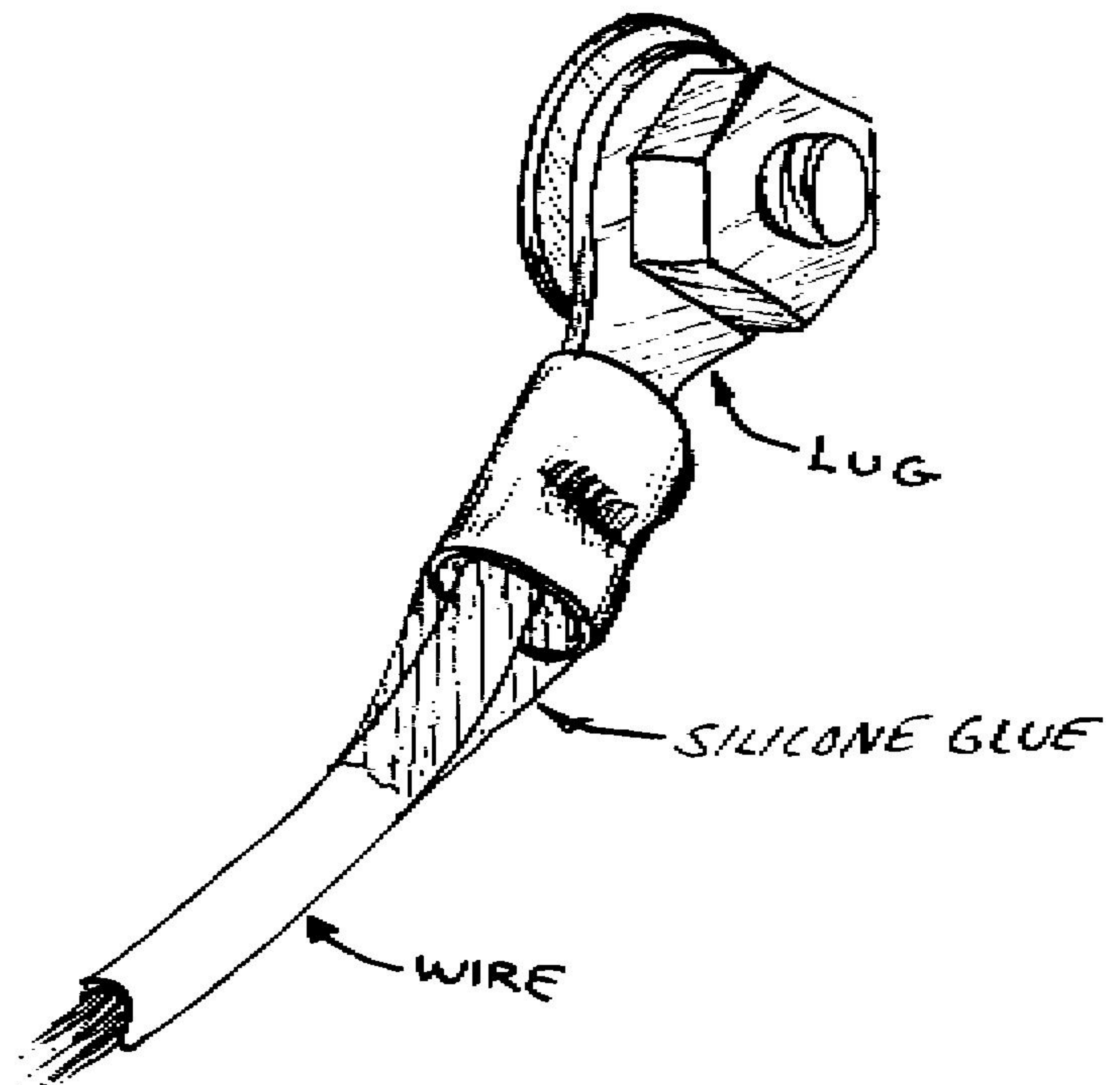
Manufactured entirely in house, new carburetor adds power and "a touch of class" to the Chotia 460-C engine.

WING TANGS

Weedhopper pilots still flying with aluminum wing tangs should replace them with stainless steel tangs, this is in accordance with the recent directive from this factory. Although the aluminum tangs are 100% reliable when properly installed and maintained, they are susceptible to abuse due to improper set-up, or hard landings. The new stainless steel tangs are much more "abuse-proof." From now until July 1st, a set of 4 tangs will be \$10. The price goes back to \$20 after that date.

WIRE SAFETIES

Part of pre-flighting your Weedhopper is a careful inspection of the wiring system to the engine. This writer speaks from experience, having recently survived his first forced landing in three years of Weedhopping (no damage to airplane or pilot). Reason: Broken ground wire to case. Although the ground wire was checked and secured prior to take-off, it was neither taped nor sealed. Normal engine vibration caused the wire to break just over an hour into the flight. The hot tip for both waterproofing and vibration resistance is to seal all the wiring splices and connections with clear silicone sealant, available at your local hardware store. It's quick, it's easy, and it works great!



WEEDHOPPER WARNING LABELS

All Weedhopper owners recently received updated warning labels for installation on their aircraft. The bright yellow adhesive labels are to be installed on the back of the nose strut, clearly visible to any pilot. The purpose of the new label is in part to reinforce the fact that, although the Weedhopper is deceptively easy to fly, it is not a toy! Weedhopper original owners already know this before purchasing the airplane. But in cases of resale, or when a new pilot flies your machine, such reminders are necessary. If you damage a nose strut and replace it, please ask for a new warning label when you order the strut. It's just common sense. Besides, eventually some government agency will probably require such labels anyway!

WARNING

SERIOUS INJURY OR EVEN DEATH CAN RESULT FROM ANY ACCIDENT OR ANY FAILURE OF THIS EQUIPMENT.

Weedhopper of Utah, Inc. cannot control the use or maintenance of this ultralight aircraft. Weedhopper of Utah, Inc. is not responsible for any injuries, death or damages which may result from its use.

It is always the pilot's responsibility to inspect and preflight his aircraft. The customer is the final inspector during the first assembly. It is the customer's and pilot's responsibility to be well enough informed to be able to adequately inspect his aircraft.

**PREFLIGHT
THOROUGHLY**



**MINIMIZE YOUR
OWN RISK**

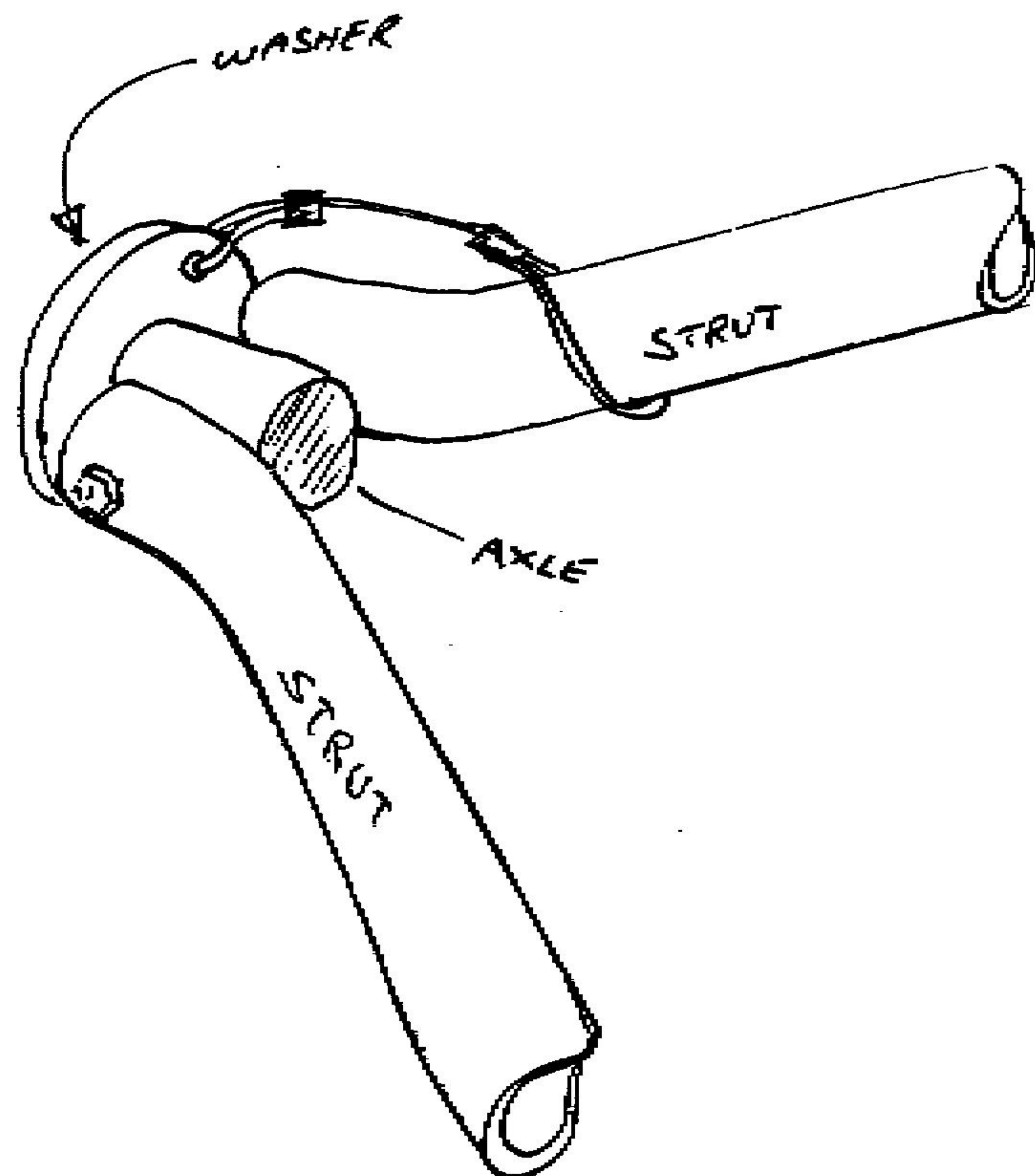


FLY SAFELY

WATCH THOSE WASHERS!

This year's crop of Weedhoppers have come equipped with heavy steel washers on the axle to keep the wheels where they belong, away from the wing struts. Occasionally the washers want to turn on the axle. Don't let this happen! Anytime steel and aluminum (e.g. the axle) get in a contest, aluminum always loses. Result--a groove in the axle, and a potential problem. There are many ways to prevent the washer from turning. Perhaps the simplest is to drill a small hole in the washer and safety wire it to the strut. No more problem!

On the subject of washers, keep a close eye on the rubber washers at the engine mount. Hardness varies from one batch to the next (our supplier can't seem to get it right), so yours may wear more quickly than your flying companion's. Get a new set of washers from your local dealer. They're inexpensive, but essential.



News briefs

Office closings by FAA will save \$37 million

WASHINGTON (AP) — The Federal Aviation Administration will close five of its 11 regional headquarters on July 1, eliminating about 400 jobs and saving about \$73 million over the next five years, the FAA announced Friday.

The supervisory, technical and clerical duties handled in the five offices will be transferred to the remaining six, the FAA said. Lower-level FAA field offices will re-

main in each of the five cities.

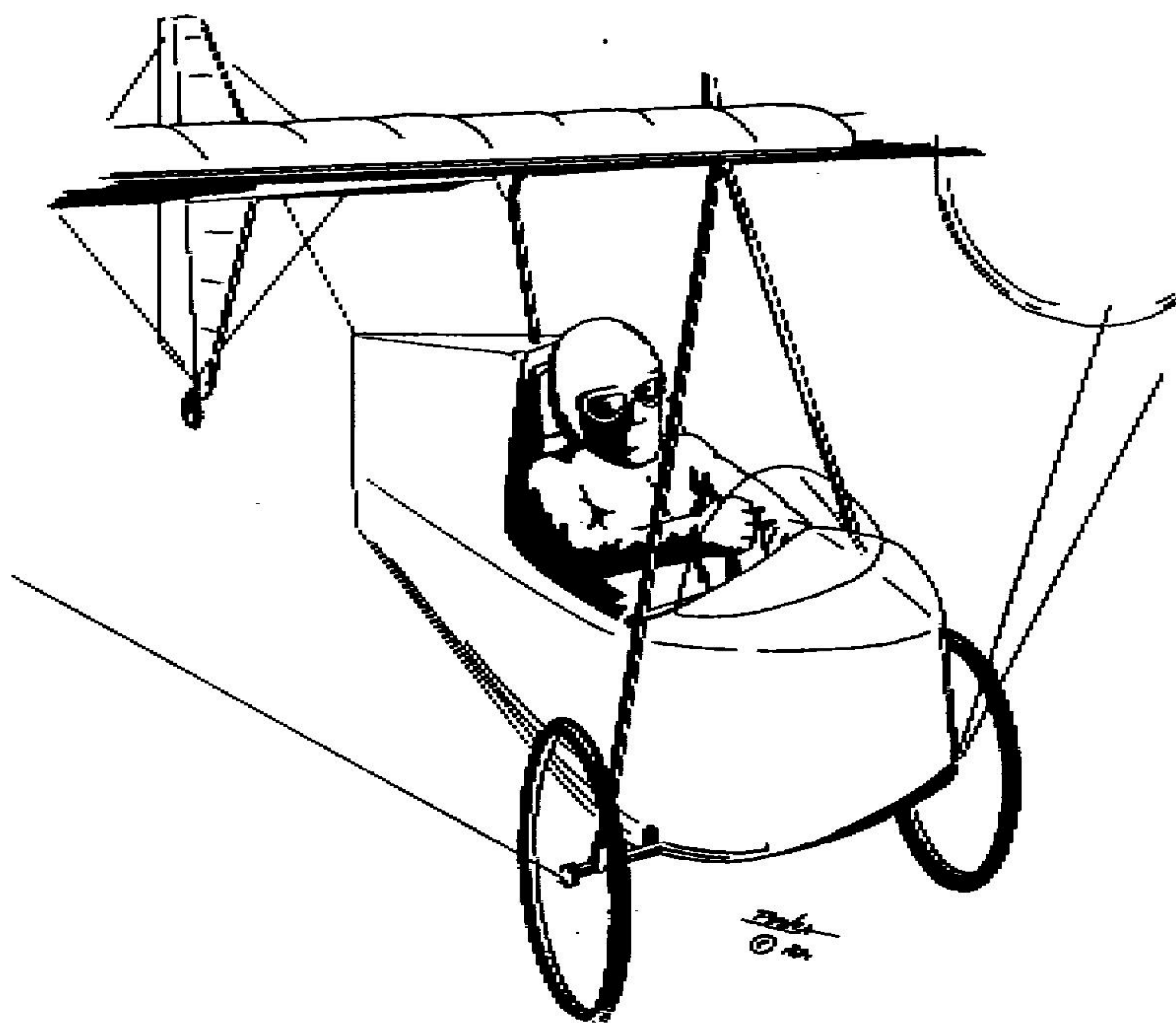
Spokesman Dennis Feldman said the agency was unable to predict how many people would be out of work as a result of the closings. "We expect there will be a number of retirements, and many of the clerical personnel may transfer to other federal agencies," he said. The five cities losing regional headquarters are Chicago, Denver, Honolulu, Los Angeles and New York.

IN THE NEWS

In case you're wondering what the FAA is up to these days, this news release showed up in the local paper last week. The move to close these offices is consistent with the current Administration's austere fiscal policy. What it seems to indicate is that the FAA is in no position to effectively administer its existing program let alone jump in the middle of the burgeoning ultralight industry. Self regulation through the FAA's ultralight division and the AUA, combined with a realistic definition of ultralights, is the only viable approach to the ultralight dilemma. Let's get on with it!

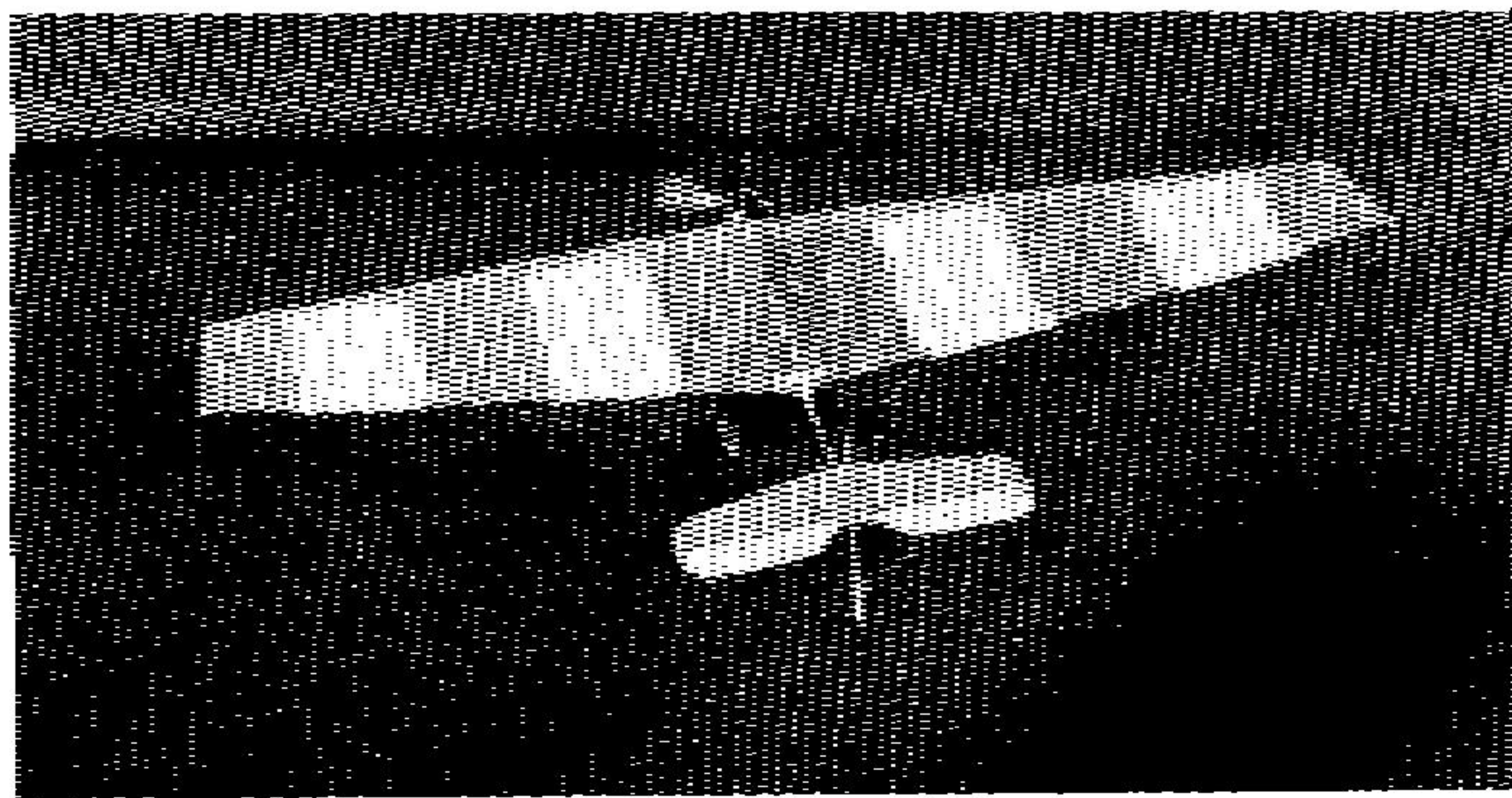
AERIAL ARTIST

The sketch below is from the pen of Donald Pensa of Vineland, New Jersey, a talented young artist who lists building and flying experimental aircraft among his many accomplishments. Don is currently building (and sketching) a "Gypsy" powered sail plane from our plans. He recently sent this and several other attractive drawings to us, along with a delightful letter expounding the virtues of the Gypsy plans. We liked his work so much, we've asked him to illustrate our upcoming Flight Instruction Manual. Look for more of Don's work in upcoming issues. Incidentally, Gypsy plans sell for \$100.

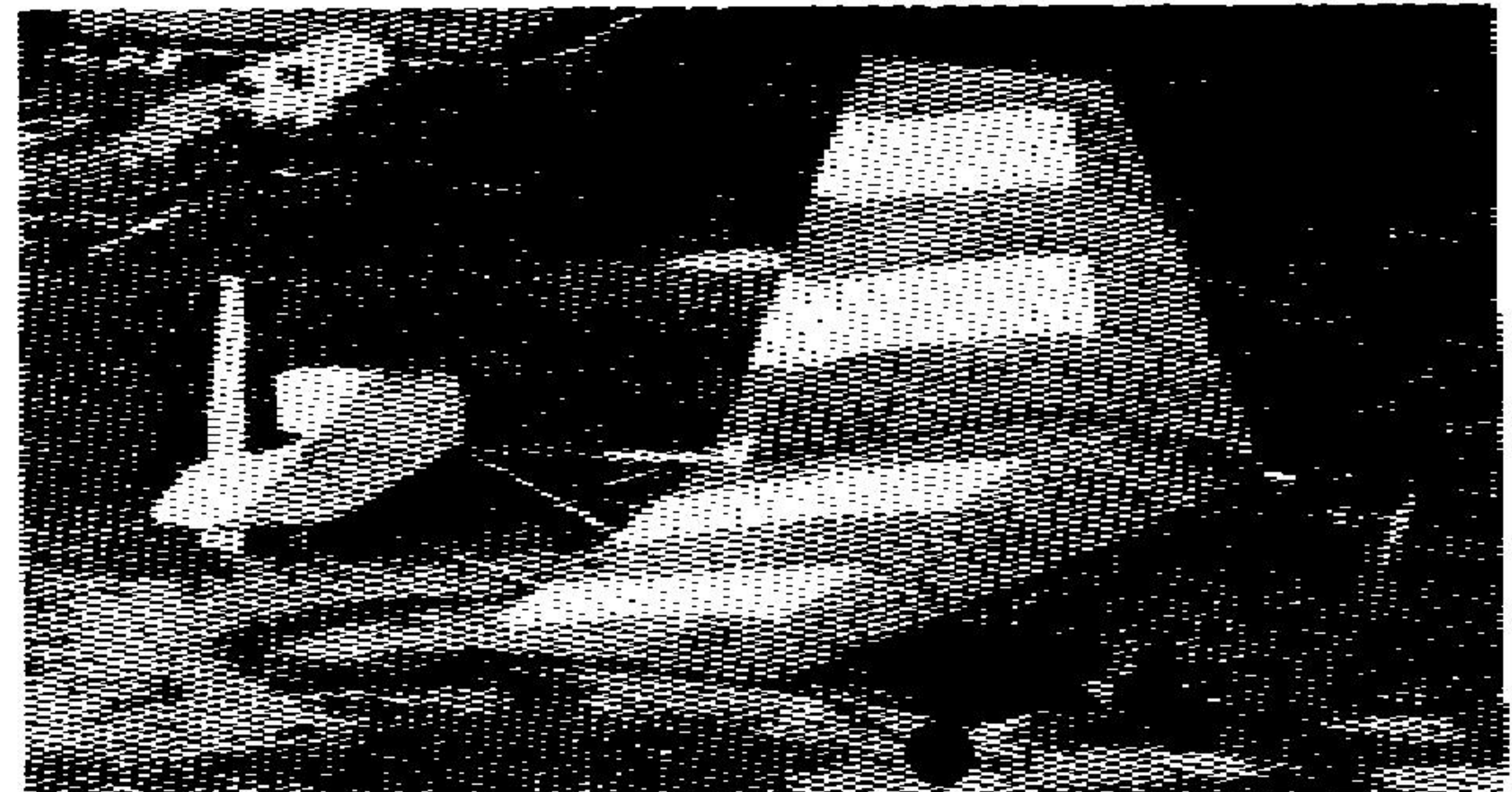


WEEDHOPPER "C" -- "C" AS IN CSUPER

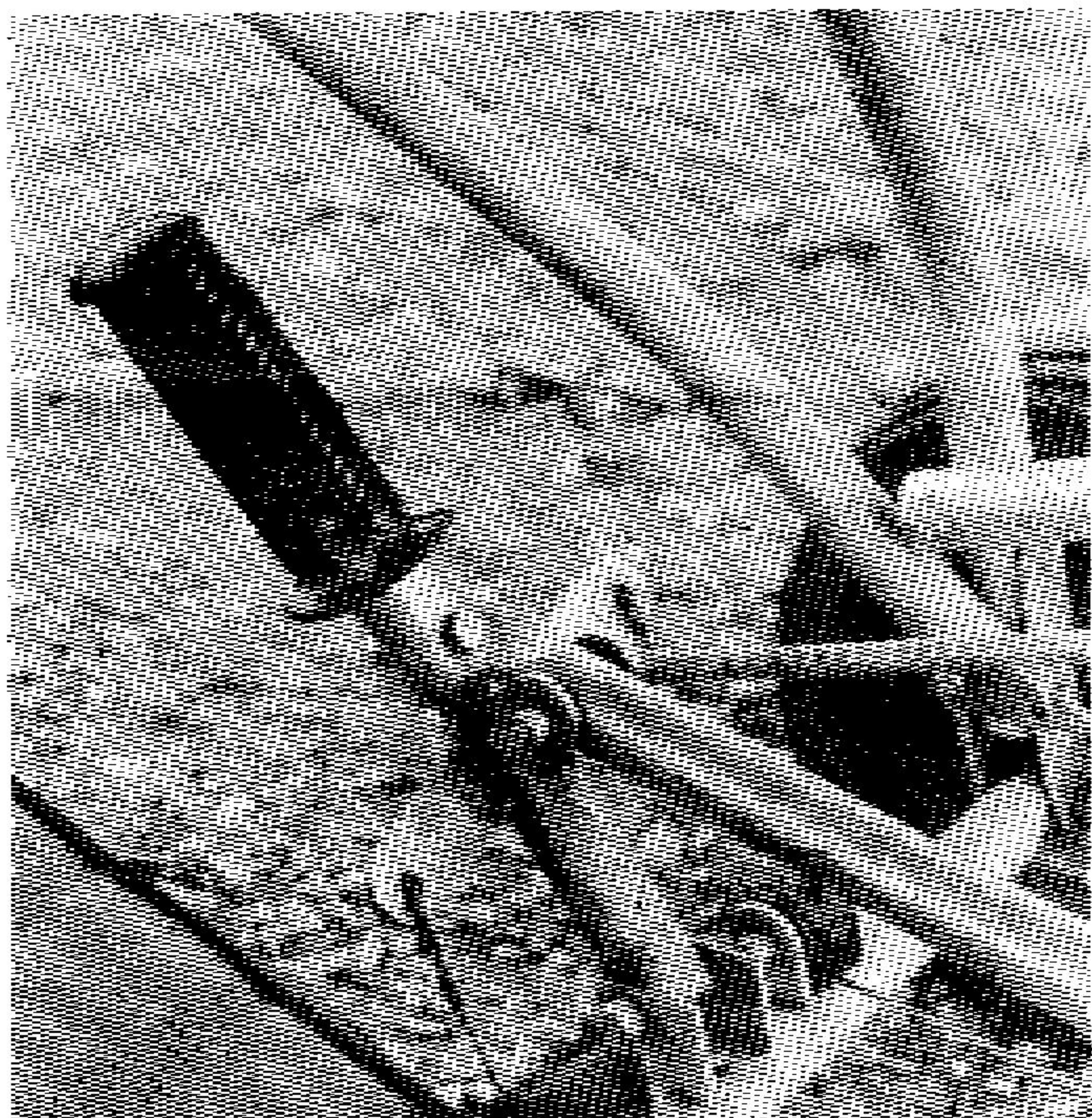
Weedhopper President John Chotia recently announced plans to market the remarkable new Weedhopper "C". John's been flying the feathers off the prototype, which incorporates such design improvements as closed and smoothly finished wing tips and a smooth, hidden leading edge seam. The red, white and blue prototype was introduced at the Great Western Ultralight Fly-In in Porterville, California last April. According to John, the third generation airplane exhibits significantly improved flight characteristics over the very successful "B" model, including much quicker roll response and better rate of climb. The new ship is ultralight (20 lbs. lighter than the "B" model) and ultrasimple -- no tubes to cut, no holes to drill, just bolt it together and fly it home in one day! And the icing on the cake, the "C" model will come completely anodized "Gold-Black & Chrome" with guaranteed 8 week delivery -- actual delivery will probably come sooner. Suggested retail for the airplane will be \$3795. More about the dream ship in the next issue of the Weedhopper News.



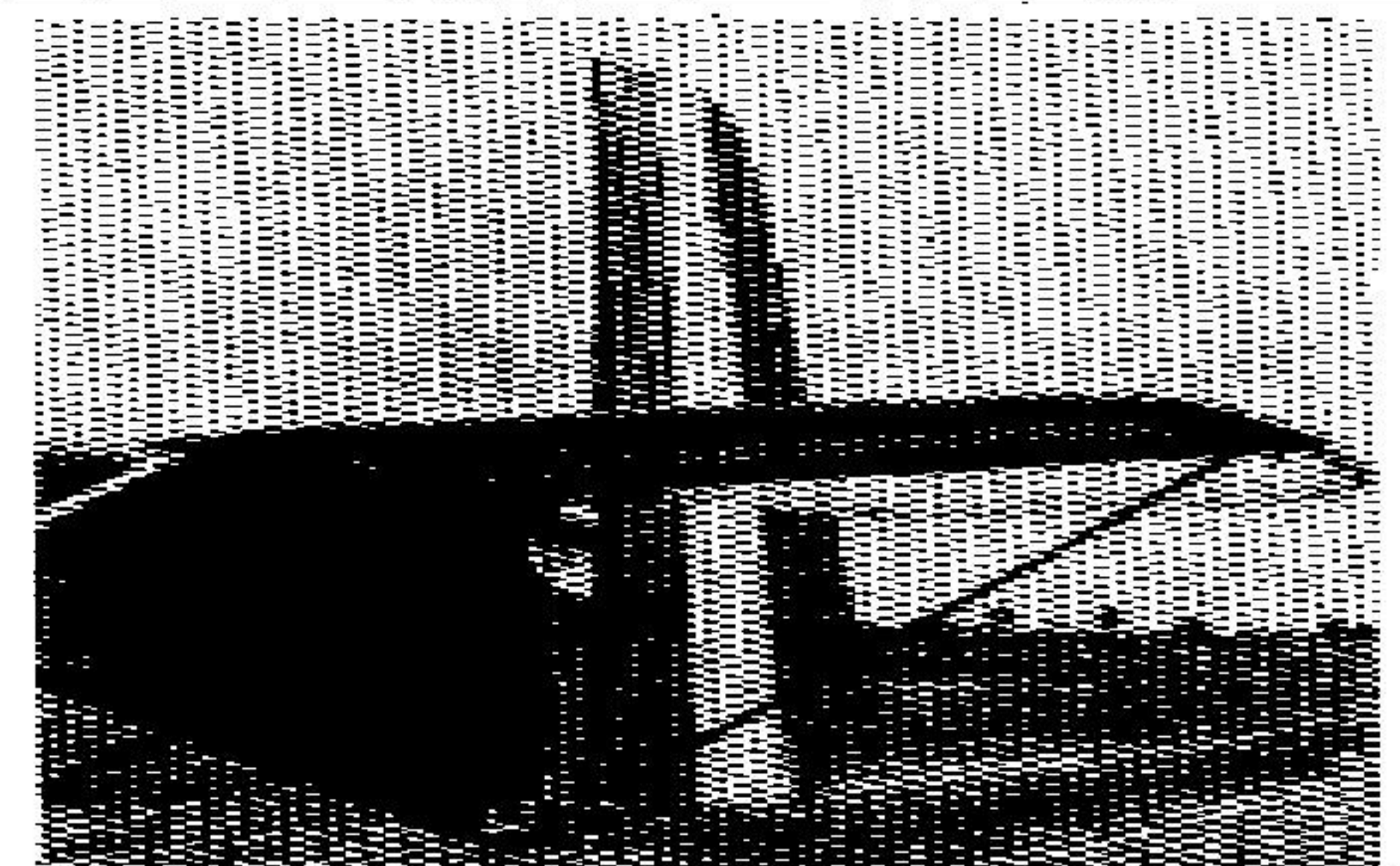
Prototype "C" Model rolling left over Willard Bay. Note increased angle of rudder deflection for improved roll response.



Cruising over farmland near the new flight center. Smoother leading edge and finished wing-tips are clearly visible.



"C" Model retains proven control assembly. Modified fuselage braces allow more stick movement.



Tail group sports stabilizer struts and double surface rudder for positive response. Note simplified stabilizer attachments.



Flat plate aluminum replaces 1" brackets in elevator and rudder. Simpler and much lighter!

NEW FACES -- GOING PLACES!

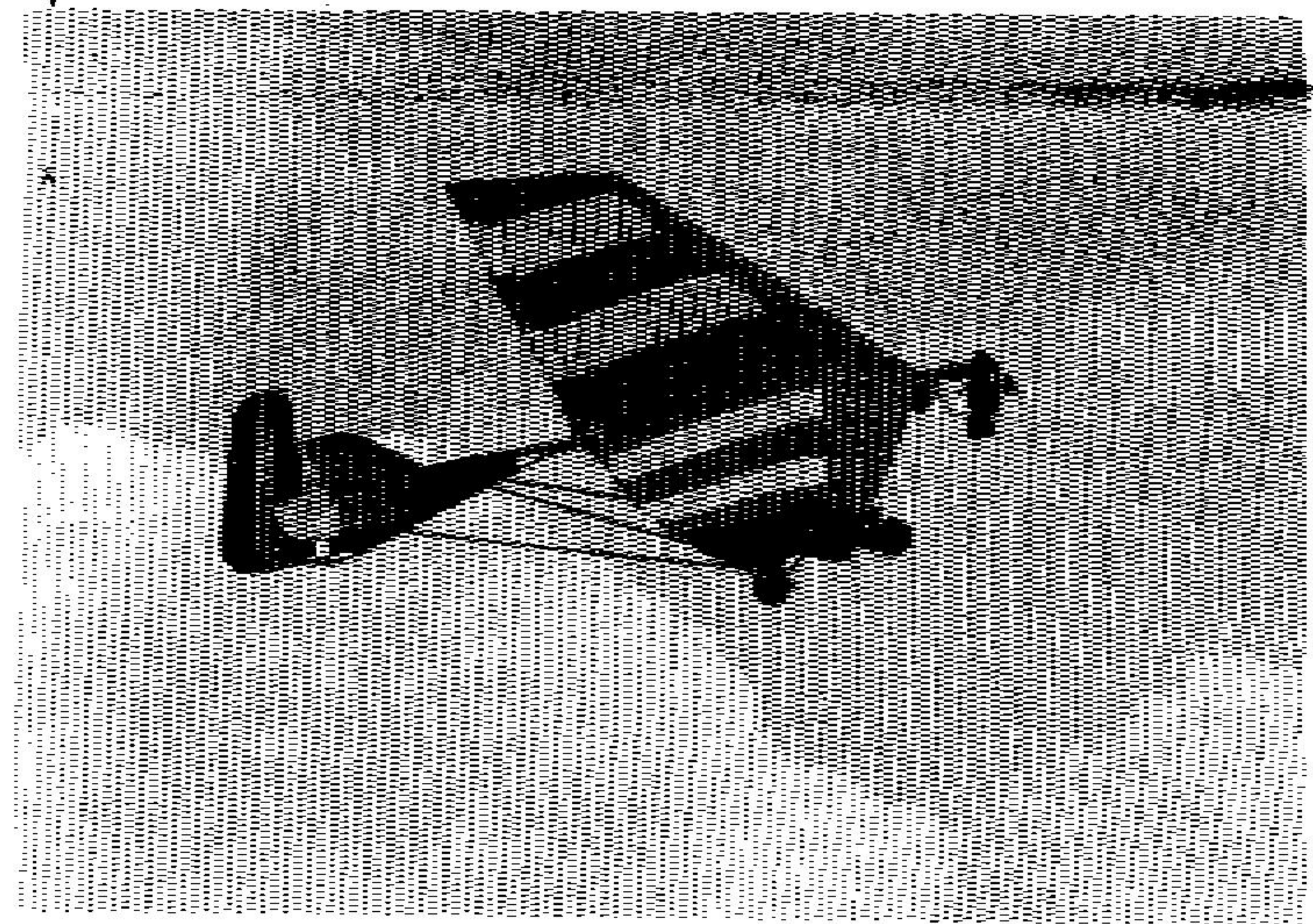
Kent Hurd was recently named to head the Airframe Department at the Weedhopper factory. "Airframe" is the critical key to our new guaranteed delivery policy. Kent's job will be to streamline the department to meet the steadily increasing demand for our airplanes, and he's definitely up to the task! Kent is the man who got our foundry act together a few months ago, quadrupling production and virtually eliminating casting scraps in a matter of weeks. We expect Kent will perform the same kind of "magic" in Airframe. Kent's no stranger to a challenge, literally a "Jack of All Trades" (and master of most).



Kent Hurd, our new Airframe Supervisor, sizing up fuselage on the "C" Model.

DOPIN' AN AIRPLANE?

When David Peterson in Customer Service called the local airport recently to see if they had any information about covering a wing with dope and fabric, he got a suprising answer. Perhaps it was Dave's choice of words, but when he asked the A&E mechanic on the other end if he knew anything about "dopin' an airplane" there was a long pause, then finally the cryptic response, "It's against the law to have dope in an airplane!" When the naive young mechanic went on to read the relevent FAR, Dave quickly rephrased the questions. Talk about a failure to communicate!



- FLY AWAY -

WEEDHOPPER
OF UTAH INC.

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