



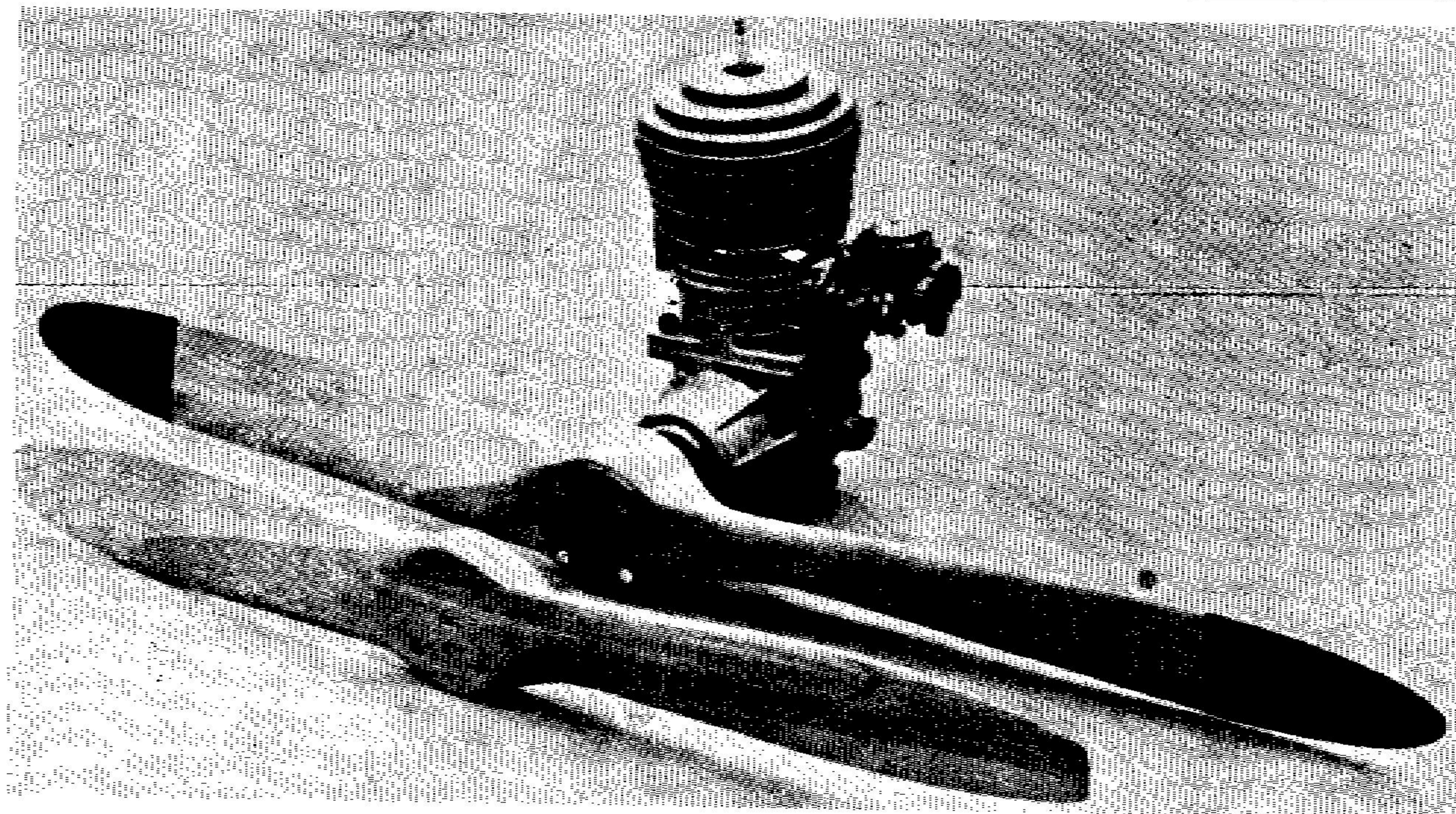
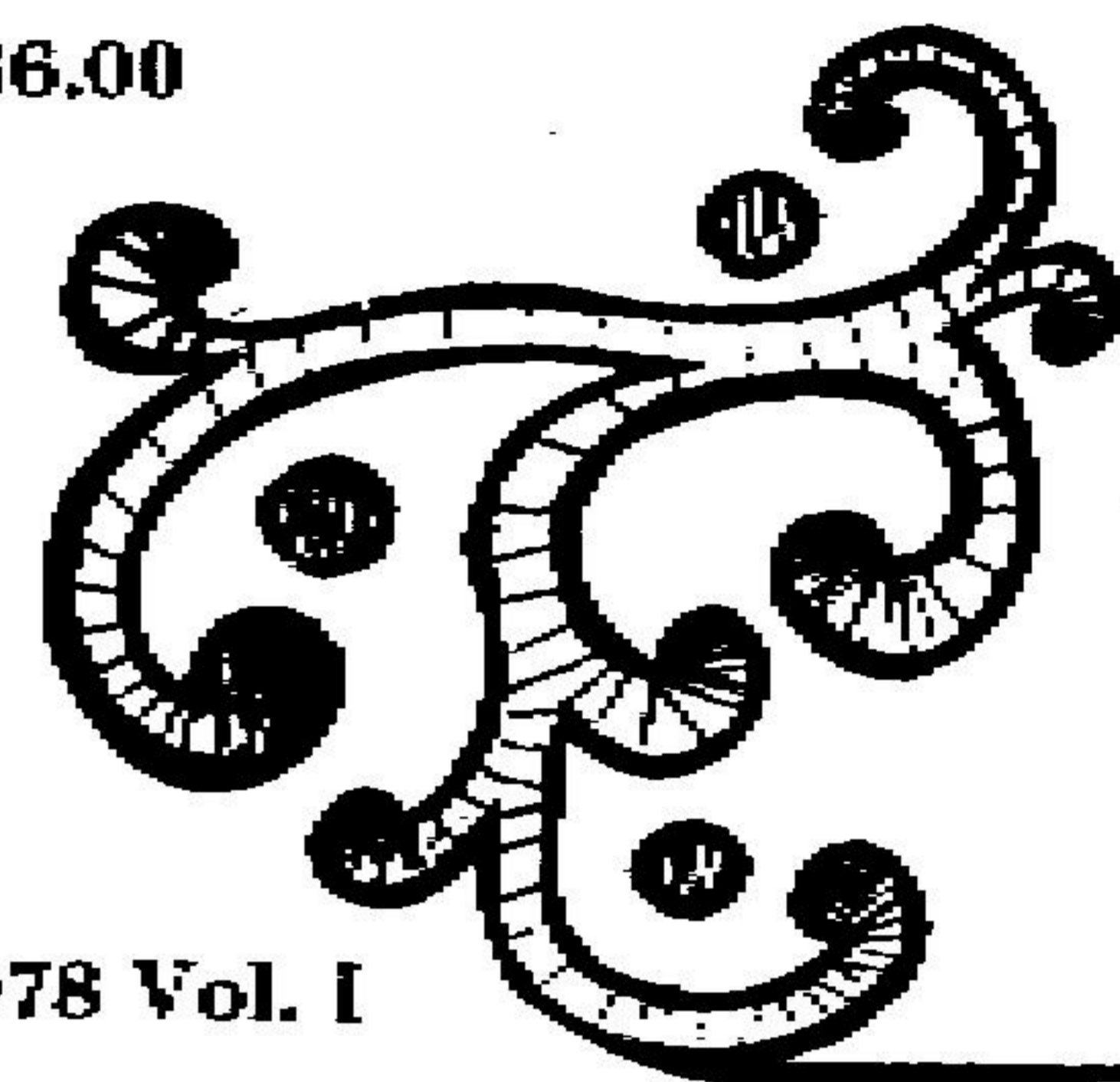
Weedhopper of Utah, Incorporated  
Box 2253, Ogden, Utah 84404 (801) 621-3941

# WEEDHOPPER



## NEWS

Dec., 1978 Vol. I



CHOTIA 460 ENGINE HAS MUCH LARGER (48") PROP THAN SNOWMOBILE (36")  
PROP IN FOREGROUND

### EDITORIAL

This is the first issue of the Weedhopper News, as such, I suppose this is the best time to outline the purpose and goals of this publication.

The "Weedhopper News" is intended to provide information and news about significant accomplishments and technical information regarding primarily Weedhopper of Utah, Inc.'s products. Important material may be occasionally included which relates to ultralight flight in general. Contributions will be gratefully accepted and I hope to be able to print pictures of your Weedhoppers if you send a good B&W.

In the next issues I will outline the Weedhopper Squadron Club goals and the basics for our one design competition (which will be a pure skill format and I guarantee the tasks aren't easy!).

### CHOTIA 460!

At last, about time? Well anyway it is done & running, initial tests are very promising, and we expect production to begin before the next newsletter.

There were problems with patterns & castings which have finally been ironed out, and the fixtures for production are currently in process. We are very excited about this new engine, it promises a whole new era of high performance ultralight flying.

The moderate state of tune, low rpm, and high quality materials are expected to give long trouble free service. Initial indications are that we will get what we wanted, high torque, low rpm, smooth running, and long life.

From this point plans are to run it on the Dyno test stand at least 100 hrs., then 20 hrs. airborne to optimize the prop. Production will commence when 100 hrs. successful Dyno time is accumulated. A second engine will

then be run for at least 500 hrs. or more on the stand to determine the ultimate service life, if possible.

As you can see by the Photo's it is a good looking engine and though we could have lessened the work in tooling with other, less attractive external appearance, we want to produce the best possible product inside and out. The end results will speak for themselves. The Chotia 460 will also be available to scratch builders in about 3 months, as soon as we have a production level geared up to handle "engine only" sales. Price will be right around \$600 with prop hub, ignition, ready to run, but less prop. Propellers for Weedhopper type speed range (480x19P) will be \$110.00. The engine has been designed to be as universal as possible, so we will see a whole family of new designs from Weedhopper of Utah, Inc. in the years to come, all based on this simple reliable & versatile powerplant.

FAA + ??

I would like to say that the FAA is very easy to work with, if you only realize that they are very busy people. Some of our customers have been frustrated by slip-ups within the system. I know the FAA personnel are overworked and underpaid so they wouldn't be there if they didn't like airplanes. So just grit your teeth and be pleasant, of course it won't hurt to be persistent!

I think part of the problem is that the FAA system has never had to deal with our type of aircraft before. That is, your kit arrives and 2-3 weeks later it is ready to fly. The FAA people often are very busy and really are not used to things happening that fast. A couple of weeks or more slip by and they don't understand how hard it is for a builder to wait when his plane is ready to fly.

At this point I want to pass the word that the FAA doesn't really want to regulate super ultralight aircraft such as the Weedhopper. In Australia any plane of less than 400 lb. gross and 4 lb./sq. ft. wing loading doesn't have to be licensed. I think this is basically a good idea. My personal opinion would be favoring a lighter wing load limit such as 3 or 3.5 lb., but the Australian rules seem to work well. I suggest that if you agree and would like to see this type of ruling in the USA, write Charlie Schuck, Tech Asst.-Spl Projects, AFS 803-Gen. Avn. Div., Flight Stds Service, FAA, 800 Independence Ave.

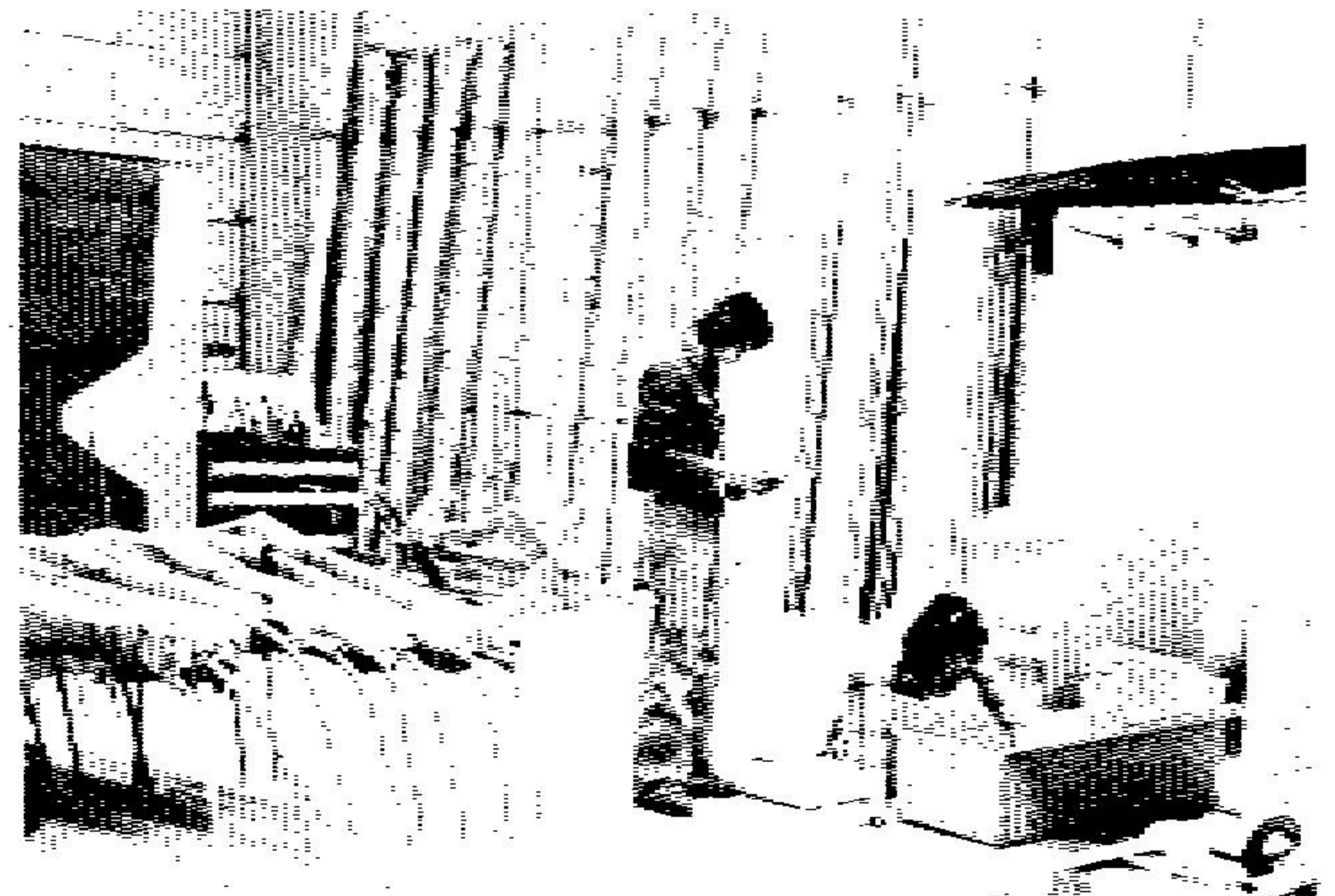
Washington, D.C. 20591, and tell him now. The FAA currently has a ruling proposal in the works.

Of course this no-license rule would mean we would be on our own and we would have to be careful or bring on regulations again. As I see the Weedhopper in use, we really don't use normal air space. We operate out of very small fields and most of our flying is at less than 1,000 ft. The Weedhopper is only capable of limited cross country flying. Our low speed and light weight mean we really couldn't do much damage in a crash. The FAA's job is to protect the general public. The Weedhopper doesn't constitute a hazard to the general public so it really doesn't need FAA supervision. I suppose some sort of guidelines such as where we cannot fly will be necessary but I feel a special category is definitely in need. However you feel about this let Charlie Schuck of the FAA know now!

#### MEET WEEDHOPPER OF UTAH INC.

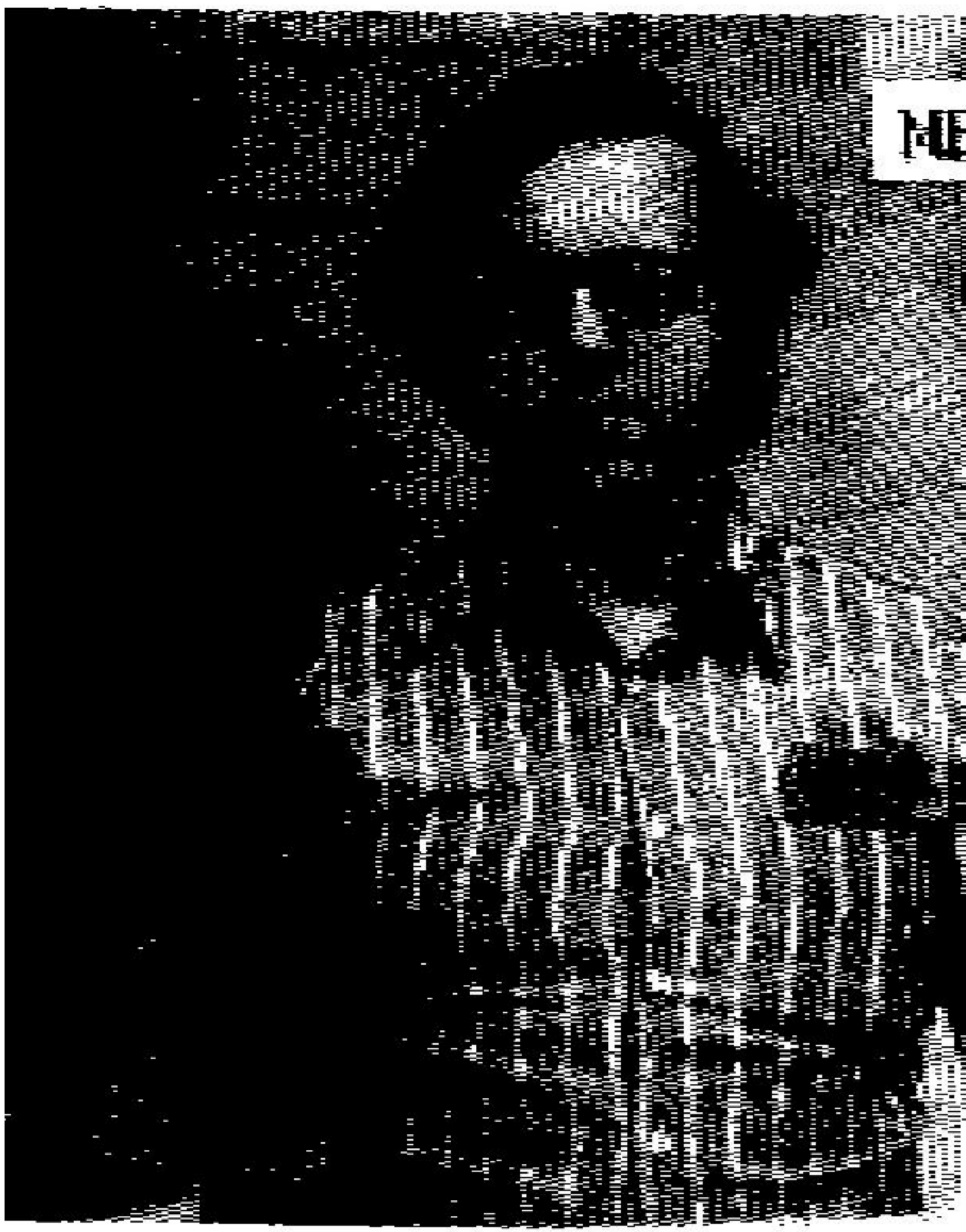
Sales have been good with near 70 sold & 34 delivered. Fourteen are flying now & that total rises weekly. Our Weedhopper seems to have found a broad market from student pilots to airline captains, there seems a large number of people anxious to get back to basics & pure fun flying. We are sending out promotional films to our dealers which show takeoffs, landings, a power-on-stall, and a lot of playing, some formation flying and a little mock dog fighting. They will be available for purchase or rent in the near future. Price is as yet to be established, because we

Continued page 4



KIT PRODUCTION IS CURRENTLY  
7-9 UNITS/WEEK & EXPANDING

MEET WEEEDHOPPER OF UTAH, INC.



JOHN CHOTIA,  
design, tooling,  
advertising/gen.  
manager, newslet-  
ter.



SUE CHOTIA,  
Purchasing, rec-  
ords, correspon-  
dence/billing,  
newsletter.



DANNY DABNEY,  
props, plastics,  
machine work, &  
tubing.



FRAN MEDEIROS,  
sewing, fabric  
shop foreman.



BRAD THOMAS,  
sheetmetal, tubing,  
machine, & fiberglass  
work.



KRIS MARTENSEN,  
fabric layout, &  
inventory control



RONNA STEELE,  
packaging, gen.  
shop help, &  
"gopher".



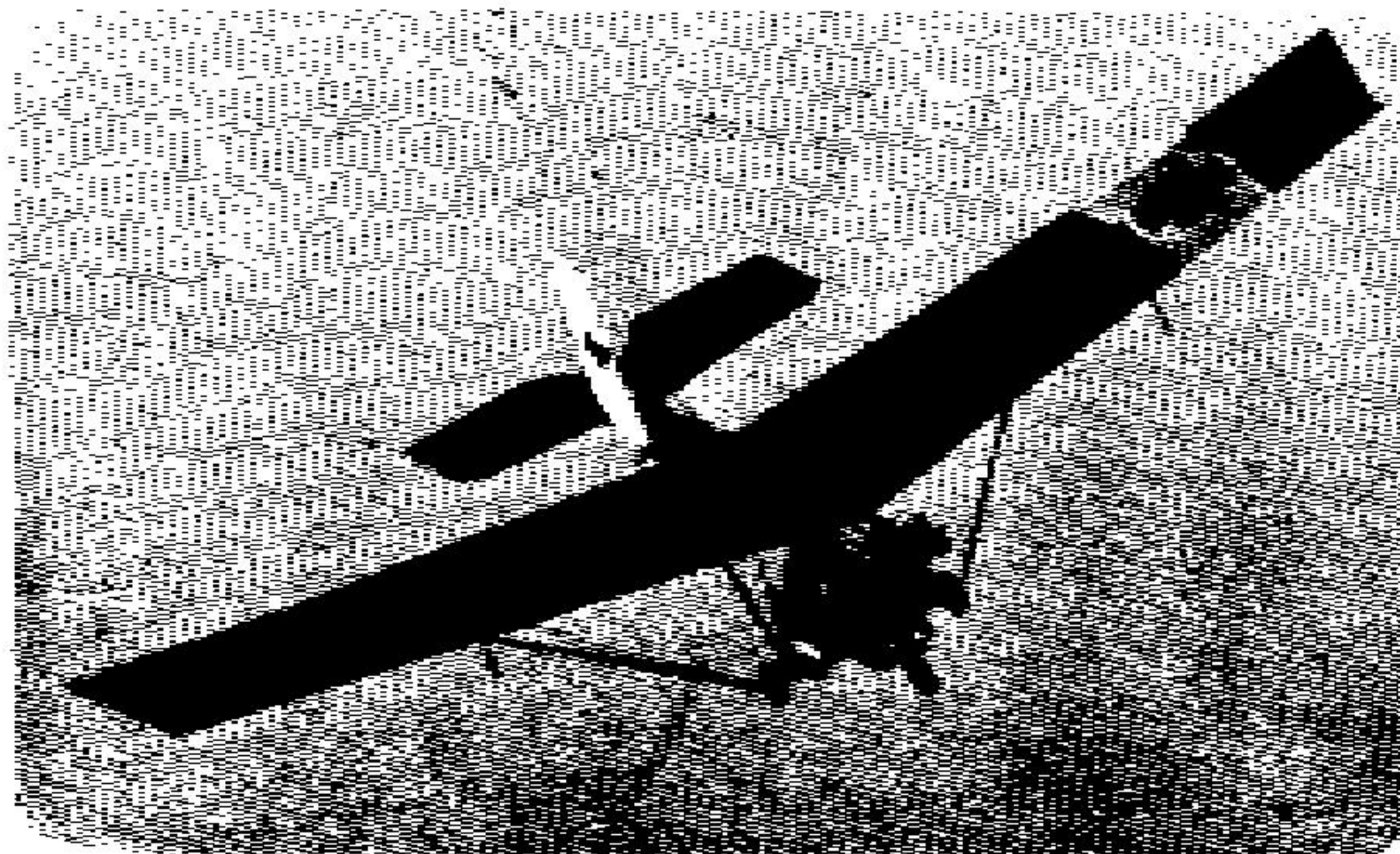
ELIZIBETH BRAY,  
correspondence, &  
mail.

Meet Weedhopper Con't.

are trying to find someone more reasonable than Kodak to supply large quantities of copies. If anyone out there has any leads, we would appreciate hearing from you. We have found some vague areas in our instructions & plans and are working on a new form with more formal mechanical drawings and lots of photos. As it is, construction time has run from 31 hrs. to 140 hrs.! We feel that 40 hrs. is a realistic estimate of actual working time, but a lot of "confusion time" has crept in!

The soaring wings are scheduled to be completed after the engine production is smoothed out, and then the electric starter.

Current deliveries are running around 6-7 wks. ~~we are getting that down by securing steady supply sources.~~ There are considerable variety of different components to obtain, and though it saves our customers a great deal of time, it really keeps Susan busy here!



FAA AGAIN, LATE NEWS

Paul Poberezny of the EAA has organized a meeting of the FAA and leaders in the Ultralight movement in early February. John Chotia will represent Weedhopper of Utah, Inc. at that meeting.

OSAKOSH '79

We will be there in force! Weedhopper of Utah, Inc. will present a \$500 prize & trophy for the best constructed Weedhopper. Trophies will be awarded for runners up as well as longest distance traveled and a few other categories, so plan to attend and join the fun. If you don't already belong to the EAA, I suggest that you join, it is a great organization with much to offer. Write EAA, P.O. BOX 229, Hales Corners, Wis. 53130 and ask for details.

WEEDHOPPER NEWS is free for one year to all Weedhopper builders. Yearly subscription price is \$6.00 for 12 issues.

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY & STATE \_\_\_\_\_

ZIP CODE \_\_\_\_\_

PHONE # ( ) \_\_\_\_\_

WEEDHOPPER OF UTAH, INC

BOX 2253

1965 SOUTH 1100 WEST  
OGDEN, UTAH 84404

WEEDHOPPER NEWS  
COMPLIMENTARY ISSUE

