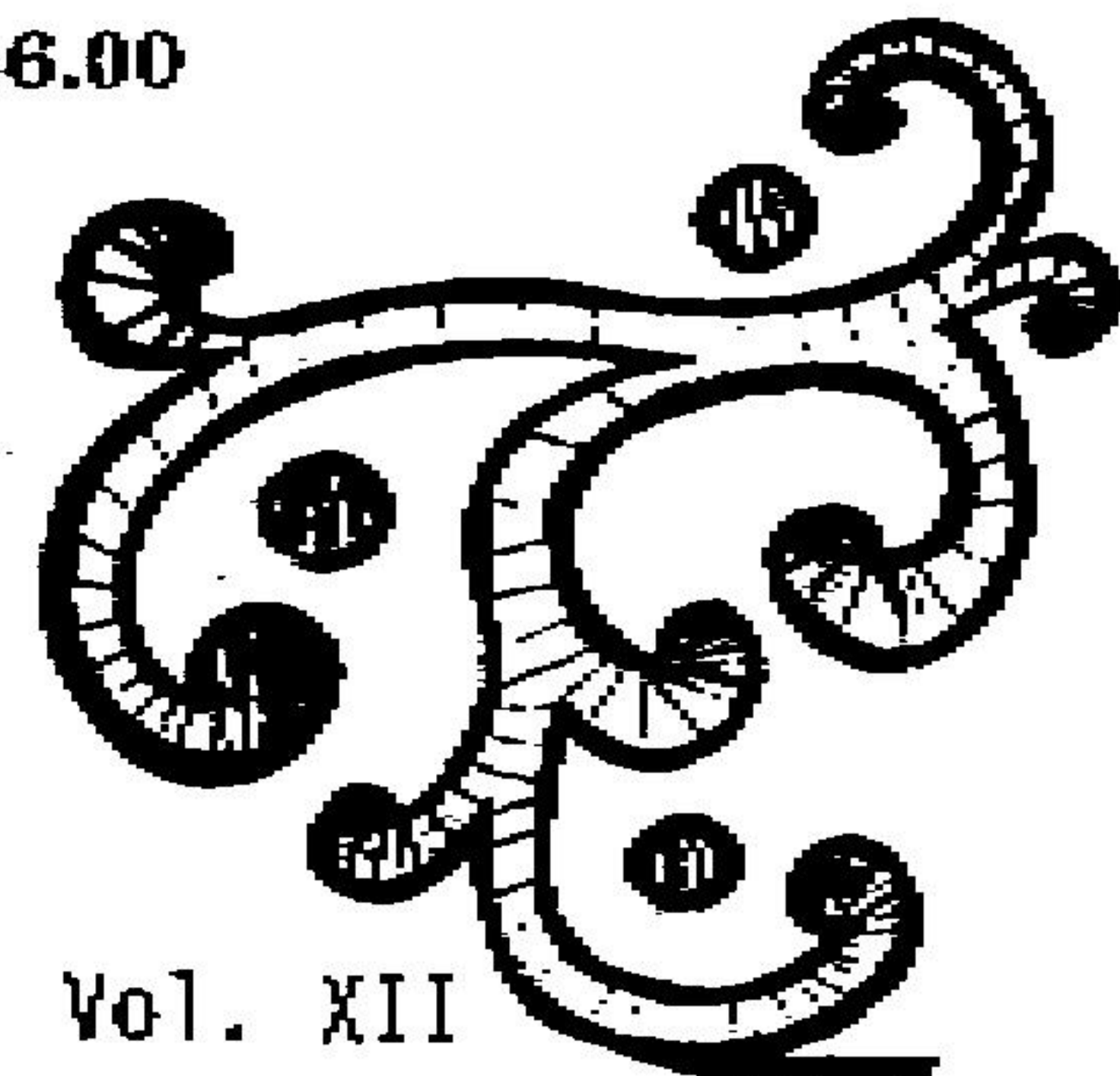
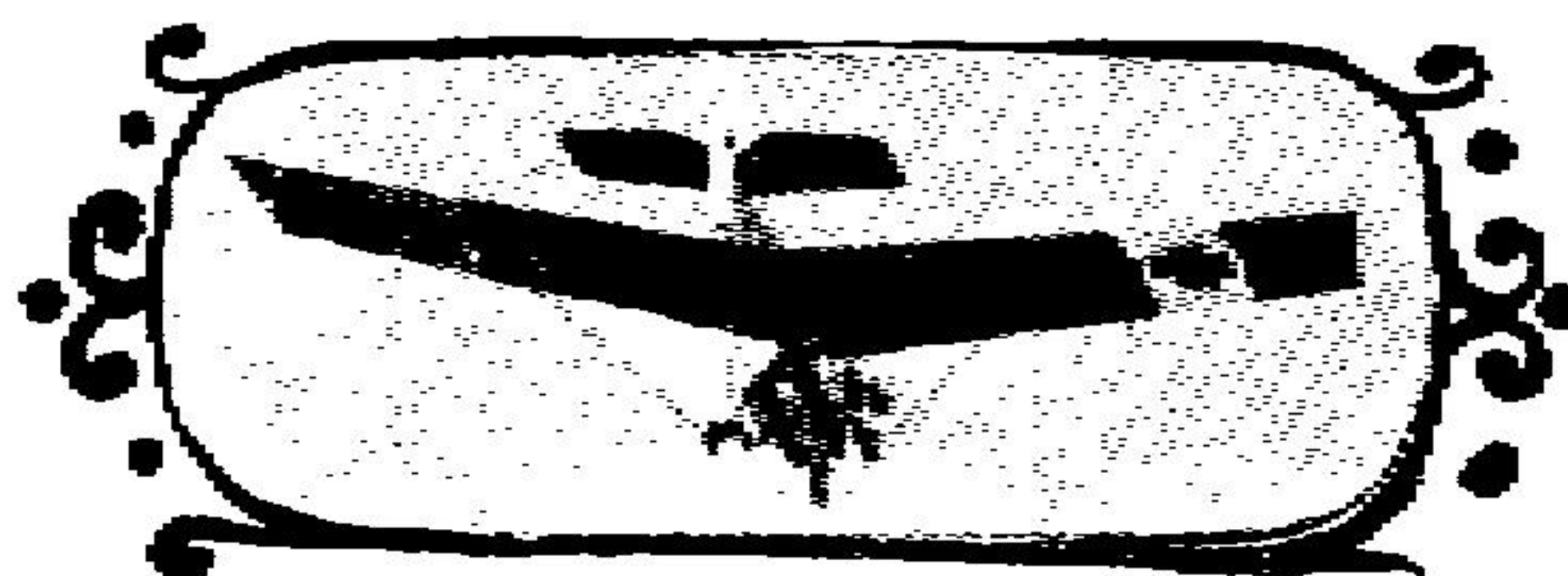




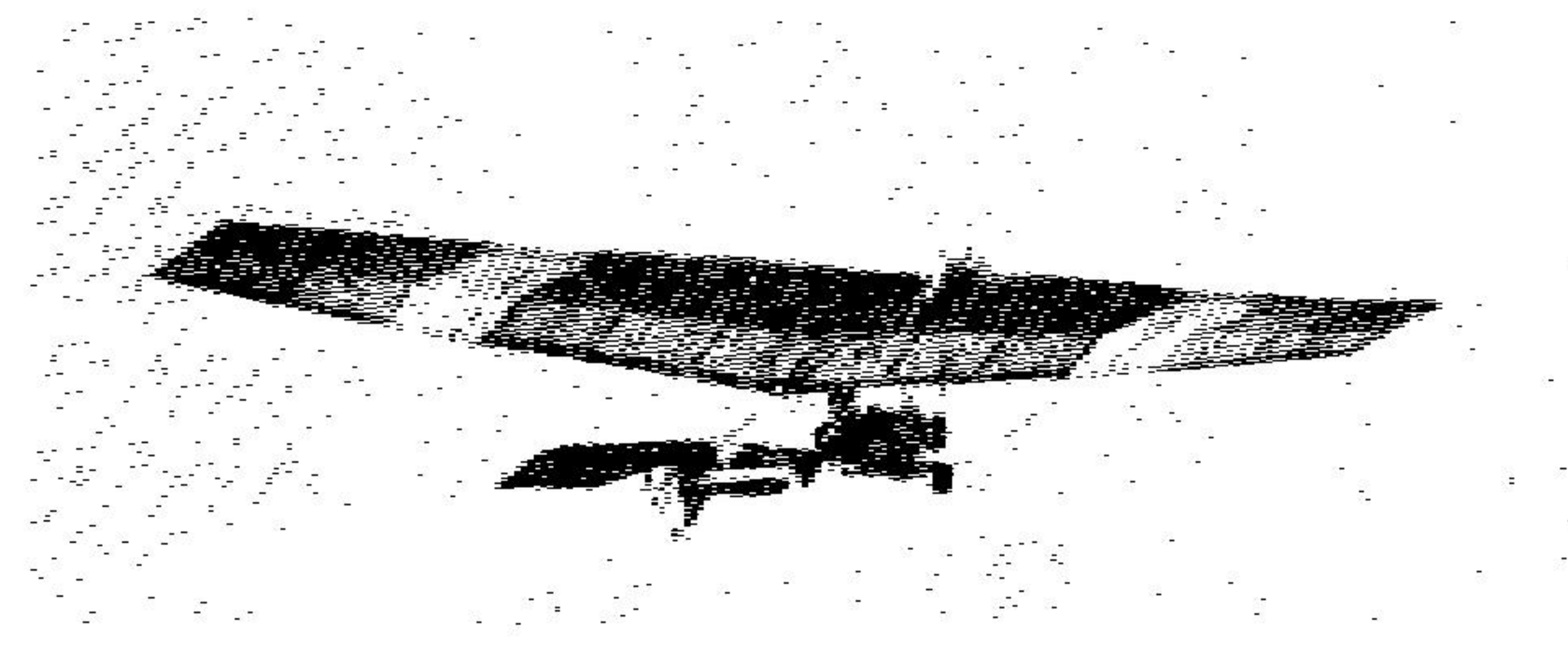
WEEDHOPPER™



Weedhopper of Utah, Incorporated
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NEWS

Dec. 1979, Vol. XII



POPULARITY OF 3 AXIS CONTROL AND SOARING WING HAS RESULTED IN EXTENDED PRICE DEADLINE.

GOOD NEWS!

Sales response has been very good with the new soaring wings and 3 axis controls with spoilerons. The result of this is that we have been able to buy larger quantities of critical materials at 1979 prices. This means we can hold our 1979 price for 2 more months, until Feb, 29, 1980.

So the basic Weedhopper kit still sells for \$2495.00 at least a while longer. Maybe if someone hasn't recovered from Christmas yet, there is still a chance.

We know the Weedhopper is the best deal on the market and intend to keep our competitive advantage by producing a fine product in an efficient manner. We invite you to visit our plant, you might be surprised! We have over 11,500 square feet and 23 employees now. That is better than 100% growth in only one year, 1979. We expect 1980 to be even better. Why? Those people who have investigated the whole ultralight movement know why; the Weedhopper is more airplane for less money, it is as simple as that!



1979 OSHKOSH WINNERS COLLECTED A TOTAL OF \$650.00. FOR 1980 WINNERS IT WILL BE A TOTAL OF \$1,000.00!

PLANS FOR 1980 OSHKOSH, AUG. 2 - 9

At the EAA Fly-in at Oshkosh, Wisconsin 1979, Weedhopper of Utah, Inc. awarded 3 trophies for craftsmanship, one for best trailer, one for oldest builder and one for the longest distance traveled. We also gave \$650.00 cash awards for craftsmanship. We sincerely appreciate the help and support we get from those who attend fly-ins to display their Weedhoppers.

People want to see these flying machines and enjoy talking with their owners. We like to meet our customers and see the finished airplanes. There are always some good stories to tell and things to see at Oshkosh. We hope to see you there this year as part of the Weedhopper Squadron. Just to make it interesting, we offer these awards and some cash too.

For Oshkosh 1980 we will give \$1000.00 cash plus trophies, as in 1979, plus trophies for most unique innovations. These awards will be chosen by vote of the Weedhopper owners themselves. Last year Sue and I did the judging and this year we don't want to have to choose all by ourselves!

TRAILERING

If any of you have trailered for any distance, you already know that road travel time is much harder on the airframe than flying time. The problem is vibration and dirt; the combination will wear out the joints of the fuselage. The Weedhopper airframe is designed so the joints can pivot and move, rather than concentrate stress and crack. This movement is exaggerated when trailering. I installed an accelerometer and it pegged at +12 G's and -6 G's(!) after just a 10 mile trip! In flight, the airframe doesn't shake nearly as much and it stays cleaner.

There are several things which can be done to lessen and almost eliminate trailer damage. The first is to remove the engine and mount for any trip over 100 miles. This lessens shock loads on the fuselage. Of course you must avoid any metal to metal contact which can shift and chafe. Foam rubber pads should be used in such places as between elevator pushrod and rear fuselage braces. All ropes must be tight to prevent shifting and wear. Thick (3") foam should be used under the wing bags.

The biggest problem is generally the trailer itself. Most trailers are built to handle much more than the 165-180 lb. Weedhopper. The suspension is too stiff and there is no shock absorbing.

The trailers used by the factory use specially designed suspension which has a soft spring rate, long travel and shock absorbers. The axle is located by trailing arms and overload shocks with concentric coil springs. The first long trip on a trailer with leaf springs and no shocks did more damage in 1500 miles (with the engine on fuselage) than we have had in almost 50,000 miles since, with soft suspension and dismantled engines!

I doubt if any of our customers will trailer as many miles as we do (40-50,000 miles per year), but the problems are still the same, just on a smaller scale. Even a roll of cables resting against a tube will do a surprising amount of damage in very few miles.

It is wise to stop after the first 50, and 100 miles of a trip and carefully

check the trailer and airplane for security or developing problems.

It is really fun to see the country and fly-ins, but disheartening to have your plane damaged. Another trick on a trailer with stiff suspension is very simple; carry more weight, tools, equipment or just plain ballast.

LAKELAND FLORIDA, MARCH 16-22, 1980

We will be there with several factory planes and trophies for the best Weedhoppers; construction craftsmanship, best trailer, oldest builder (hear that, Don Eberwine?) and longest distance traveled (factory not eligible).

The Sun 'n Fun Fly-in has been held earlier in the year in the past. Now, being held about 2 months later, I'm sure we stand a better chance for Sun 'n Fun. Last year I flew 7½ hrs. in the fly by pattern. This year I might get more time. At Tullahoma, Tennessee, Reklai Salazar, Olen Barfield and I flew a total of 16 hours on Reklai's Weedhopper. I don't know if we can top that.

Florida is a really nice place that time of year and will be a welcome break from the Utah winter.

We had a very good time last year and I'm sure the Florida folks have more in store. The airport is set in beautiful flying country; lots of clearings and trees and greenery. Soft thermals and calm mornings were plentiful last year, (though a couple of days the wind really blew).

Come on down and see us, we would enjoy visiting. To show our appreciation of your support, besides trophies, if you have an "A" Model Weedhopper on display, we will give you a set of "B" Model ribs (value \$121.00) just for being there. The "B" rib will fit the "A" Model and really smooths out the covering on the ground. We want you to look good. If you have a Chotia-460 powered Weedhopper on display with a "B" series prop, we will trade for a "C" series (free), we want you to have the best performance possible. We appreciate your being there.

1980 PROMOTION TOURS

The factory will be represented and will give trophies at Lakeland, Florida; Chino, Calif.; Oshkosh, Wisconsin; Tullahoma, Tennessee; and will give cash prizes at Oshkosh.

Steve Groat, north California dealer in the San Francisco bay area, sold 25 planes in 15 months. He is now on salary with Weedhopper of Utah and has a motor home, two Weedhoppers (one standard wing, one soaring wing) and a trailer. Steve will be touring the west coast, barnstorming. Keep an eye out, Steve may be in your town some weekend. He will buy a classified newspaper ad and put up posters then demonstrate on the weekend. Then the next week he will be in another town. If you call the factory, we can tell you where he will be the next week or so. Steve is a fine pilot and can answer all your questions, so if you get the chance, don't miss him. If you have a Weedhopper, bring it out. Two Weedhoppers are 10 times as much fun as one (and one Weedhopper is a great deal of fun!)

Reklai Salazar will be traveling in the factory motor home with three Weedhoppers on a trailer, basically hitting Fly-ins and Air Shows, but he will be doing some barnstorming also. John Chotia will be at the major fly-ins and might drop in almost anywhere without much warning!

We can tell you how our Weedhopper flies, but you will still be surprised and pleased when you see it; it is totally unique and very agile, yet functional.

WANT TO BARNSTORM? SEE THE COUNTRY?

There is a lot of United States out there, and a lot of people who have never seen a Weedhopper.

We are interested in talking to retired couples with a motor home and desire to see the country. Perhaps we can make a deal? A very good price on a Weedhopper. The factory will help you build and learn to fly and you could be a traveling representative, demonstrate a couple of times a month, get traveling expense help and commissions on sales.

If you are planning on moving around anyway, this might be an easy way to help

out financially and have fun too! Give us a call, ask for John or Sue. Let's talk, maybe we can work something out.



**ON-GOING PRODUCTION AND NEW IDEAS
KEEP WEEDHOPPER'S PEOPLE BUSY**

DEVELOPMENTS IN PROCESS

Don't try to order these yet. They are coming soon, but no exact dates yet. This is just to give you an idea of what we are working on. We will take names of those interested and notify you when we can schedule production.

* Snow Skis. Aluminum tube frame with plastic surfaces. They strap on right over the wheels. Two main and one nose ski. The nose ski has a ribbed bottom to hopefully steer the thing. We have built the first prototypes; testing is yet to be completed. Cost and availability will be determined in the next month or so. They are quite light and easy to build. We shall see how well they work soon.

* Doped Fabric Covered Weedhopper. This lowers cost, boosts performance and will take a bit longer to build. This might be just right if you have a hangar and don't need the folding transport capability of the standard Weedhopper.

The pre-sewn sailcloth covering costs \$600.00 for the single surface set and \$790.00 for the double surface set. The estimated cost of a doped cotton covering is \$250.00 to \$300.00. This is a good way to save money and get better performance at the same time.

DEVELOPMENTS (CONT'D.)

I like the look and feel of a smooth, glossy, tight wing surface myself. We are building an "Ultimate Weedhopper" now and will have it ready for Lakeland, Florida. The leading edge will be planked and the wing tips will have curved tip bows. It will be blue and yellow with a red and white striped tail. This one should rival the finish work of the best homebuilts of any type. Come see it at Lakeland, March 16-22, 1980.

* Recoil Starter. This will hook up to a foot stirrup in the cockpit area. Design work is complete with a prototype under construction. Airborne restarts will then be possible as well as starting from the cockpit on the ground. It is very nice to power up to a few thousand feet, then shut the engine off and glide down; especially with the low sink rate of the soaring wings (210 FPM). Ridge or thermal soaring is fun and the ability to restart will expand your soaring horizons. We hope to have examples at Lakeland if all goes as planned.

The recoil starter, as currently designed, will retro-fit to the Chotia-460 with a minimum of fuss.

★ VERSATILITY ★

Versatility is what all this is about. With over 400 sold in 1½ years on the market, the Weedhopper is destined to be a classic in aviation history. Ruggedness, reliability and versatility are big factors in its success. Next summer will see floats, bigger wheels and several other things secret at the moment. The end result is the Weedhopper can be a hot rod, soaring machine, operate off land, water or snow, a show machine or a workhorse, and in all cases, the ultimate fun machine!

COMING NEXT MONTH

- * Basic outline of rules for a national Weedhopper-only flying competition.
- * Report on the January EAA-FAA-Ultralight meeting in Hales Corners, WI.
- * Possible information about a proposed national Ultralight fliers organization.

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

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