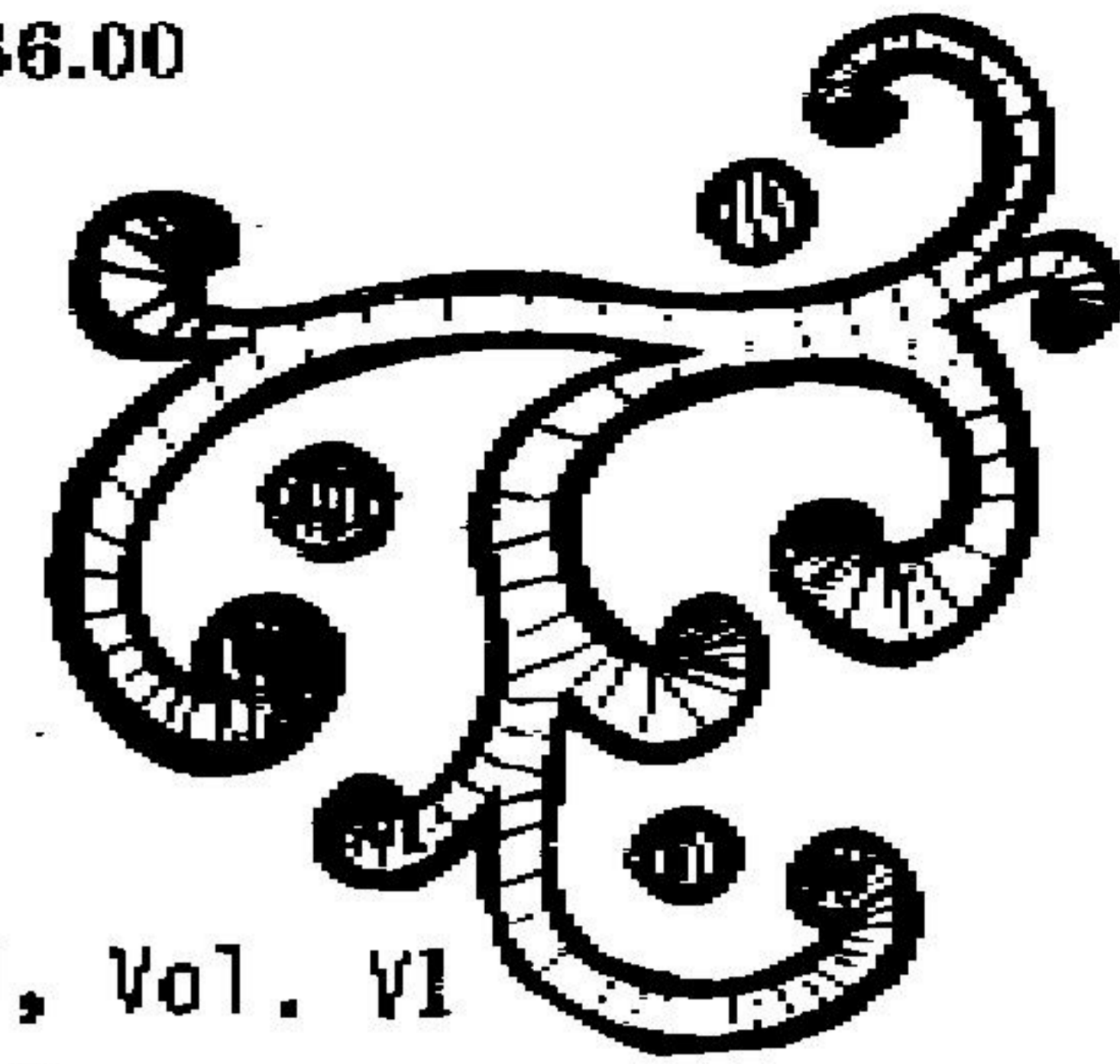




# WEEDHOPPER™



## NEWS



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

May 1979, Vol. VI



(Photo by Don Dwigins)

JOHN CHOTIA AND ARTHUR GODFREY AT  
SIMI VALLEY AIRPORT FEB. 27, 1979

Feb. 27, 1979. This report is a bit late, but we got so busy we never got around to taking some pictures while there. Fortunately "Homebuilt Aircraft" editor, Don Dwigins, was there and kindly provided the picture shown here.

The object of this meeting was to tape inflight footage and an interview for a television pilot hopefully to be shown this fall.

The weather was quite gusty and windy so we were not able to check out Mr. Godfrey in the Weedhopper. We had hoped to let him fly, but he and I both decided it would be best to try some other time with calmer weather.

At this same meeting we met Dick Carson, who was the director; also the director of the Merv Griffin Show.

We found this new experience quite educational and it was a great pleasure to work with professionals who really know their business. The meticulous care in obtaining just the right framing and lighting was most interesting and has had a positive effect on our in-house photo work.

FLY-IN, CHINO, CA (& F.A.A. WATCH)

We attended the Chino, California fly-in and flew with the Chotia-460. On Saturday the weather did not allow much flying time and it was so crowded we elected not to fly on Sunday.

Of particular interest at Chino was the fact that the F.A.A. asked the non-licensed "foot launchable" powered hang gliders to demonstrate a running launch or at least pick it up and run with it, or don't fly! We were licensed and this did not affect us. We at Weedhopper are a bit irritated with the abuses to the spirit of the "foot launchable" ruling and we feel that a few ultralight manufacturers are truly misrepresenting their license requirements.

However, the next weekend, at the Perris Valley Diamond Meet, the F.A.A. was there and let them all fly, so I guess the F.A.A. itself isn't too sure what to do with this buzzing horde of ultralight planes, licensable or not!

On this same note, the local GADO in Salt Lake City, Utah recently asked me to alert Weedhopper pilots that the F.A.A. will be checking pilot certification at air shows; will they really? Don't count on them not following up. It really isn't difficult to comply.

I've been trying to convince the F.A.A. that a new category is really needed for this new type of aircraft (200 lb. maximum empty weight and less than 2-1/2 lb. per square foot wing loading). My feedback from Washington, D.C. is that the F.A.A. is waiting and watching, trying to figure which way this Ultralight movement is moving. They realize there is much confusion and inconsistency, but they (the F.A.A.) do not want to set up special rules which are not needed or do not meet the needs

in the field. I suggest that you folks out there write Charlie Schuck, Tech. Asst., Spl. Projects, AFS 803 Gen. Avn. Div., Flight Stds. Service, F.A.A., 800 Independence Avenue, Washington, D.C., 20591, and let him know how you feel about regulations for ultralights so the F.A.A. will have accurate feedback from us and our needs.



#### JULY "HOMEBUILT AIRCRAFT" MAGAZINE

I just received an advance copy of the July 1979 issue of "Homebuilt Aircraft" magazine. The Weedhopper is on the front cover and a very positive four-page article, with lots of pictures, is inside. Also inside is an article on the "Wonderful World of Ultralights". This magazine really seems to understand what is happening in the ultralight field.

## HOUSTON SPORT AVIATION FLY-IN

Carl Morrison of Freeport, Texas attended a three-day fly-in at Conroe, Texas and flew nine hours in three days. (He now has over 65 hours Weedhopper time). Carl won a trophy for best High Wing Experimental Homebuilt and impressed everyone with his Weedhopper's performance and reliability with many flights and one climb from nearly sea level to over 8000 feet.

Carl is flying with a snowmobile engine, but with a battery powered ignition system similar to the one we use on the Chotia-460. He finds easier starting and more consistent running than the magneto ignition system originally used.

## ENGINE PRODUCTION

We have had a few set backs with our move to our new building and the foundry not delivering raw castings on time, but things are gradually smoothing out. We now have three lathes and two milling machines working on engines. The office is sending notices of delivery schedules to those who have not received their engines yet. We will be cutting the time between airframe and engine deliveries and soon both will be shipped on the same day. Only then will engines be available for sale separately from Weedhopper kits.

## OSHKOSH '79

Don't forget the \$500 prize and trophies the Weedhopper factory is presenting. Also there will be an awards program with "W" shaped arm stripes; one for each 25 hours of logged Weedhopper time and a star for each 100 hours. The ultimate goal is to be a Four-Star Weedhopper Pilot! Anyone with 400 hours of Weedhopper time is truly a pilot worth listening to!

We have only heard from a few of you out there that plan to be in our Weedhopper camp at Oshkosh. We need to hear from all those who plan to stay in our camp at Oshkosh by the end of June so that we can arrange for space as well as flight line space. I am sure all of you will want to have your Weedhoppers on display with the rest of us so please write in and let me know.

Sue

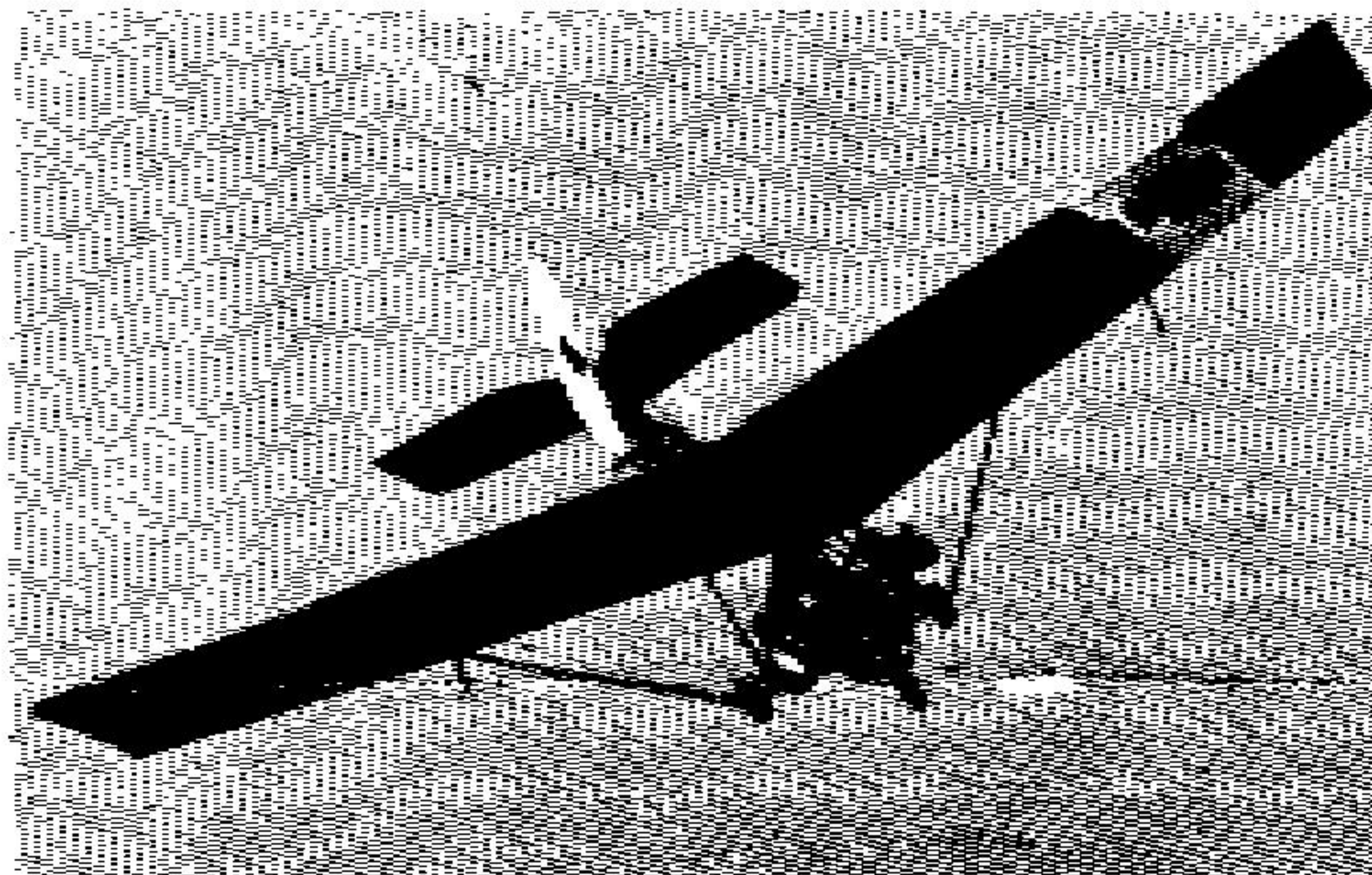
## BIG BROTHER - BROTHER

I've been recently contacted by the I.R.S. and billed for a \$25.00 Civil Aircraft Use Tax (!) can you believe it? I wasn't aware of this, but all registered civil aircraft owners must pay. I guess we are too small a group (on a national scale) to complain much and this is their chance to grab a few more bucks.

So you owners should obtain I.R.S. Form #4638, Federal Use Tax Return on Civil Aircraft, from Internal Revenue Service Center, Ogden, UT 84201 or any I.R.S. office.

MORE NEXT TIME . . . . .

Jan Reimers became the first woman Weedhopper pilot (to the best of our knowledge) on May 20, 1979. I'll get the whole story and hopefully pictures for the next newsletter.



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