

## Hydraulic-Powered “Log Puller”

“After jumping on and off my tractor for 20 years to hook a chain up to logs, I decided to build a hydraulic-operated log puller. It lets me automatically clamp onto a log, drag it out of the woods, and drop it without ever getting off the tractor,” says Larry Zenz, Parks, Ark.

The log puller attaches to a 3-pt. mounted boom on back of Zenz’s Deutz 4506 tractor. The puller consists of a pair of big steel “scissors action” tongs that are opened or closed by a 3-in. dia., 10-in. long cylinder. The unit is attached to a clevis that’s free to pivot on the boom.

To operate the log puller, Zens lowers the boom and retracts the cylinder to close the tongs over the log. Then he raises the boom to lift the log off the ground and drives ahead.

“I use it to pull logs out of the woods to my sawmill,” says Zenz. “The tongs open wide enough to grab logs up to 30 inches in diameter. I borrowed the idea from commercial units used by loggers. I used 1 1/2-in. dia., triple wall pipe to make the tongs and welded railroad spikes onto the end of each one. I used part of an old plow beam to make the boom and 3-in. channel iron to make the 3-pt. that supports it. A pair of 3/8-in. dia. chains connect the tongs to the 3-pt.”



**Log puller attaches to 3-pt. mounted boom. It consists of a pair of big steel “scissor action” tongs that are opened or closed by a 10-in. cylinder.**

Contact: FARM SHOW Followup, Larry Zenz, HC 60, Box 154, Parks, Ark. 72950.



**Rotating aircraft carousel holds five planes. It’ll fit only buildings with at least 70 ft. of open space. Inset photo at lower right shows how wheel fits onto ramp.**

## “Lazy Susan” Airplane Storage

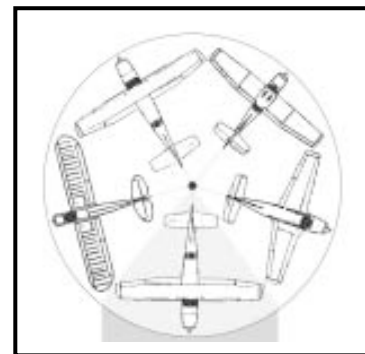
If you’ve got a small town airport that’s looking for a cheap way to store airplanes, here’s an idea that might help.

The rotating aircraft carousel (RAC) holds five aircraft and fits into existing round or square buildings with at least 70 ft. of open span. It can be installed and operated by one person.

The RAC was developed by Alvin Hand of Innisfail, Alberta, to combat the high cost of hangar construction. “It makes loading and unloading an aircraft a simple one-man job and dramatically reduces the cost of storage by 60 percent,” says Hand.

The RAC is designed for single and twin-engine light aircraft. The system uses only one ramp, one short taxi way, and one door to service all five aircraft. The design revolves around a central carousel that resembles a Lazy Susan. It’s driven by an electric motor, gear reduction system, and a single wheel, which rotates on a circular track in either direction. Each storage module is fully adjustable to accommodate different landing gears.

The RAC virtually eliminates damage in storage because all aircraft are locked into position, and only one is loaded and unloaded at a time.



**Design revolves around a central carousel that resembles a Lazy Susan. It’s driven by an electric motor, gear reduction system, and a single wheel, which rotates on a circular track in either direction.**

“The maximum time your aircraft would take to reach the unloading ramp is two minutes, even if it were located in the farthest position. Releasing the aircraft from the system takes less than a minute,” says Hand.

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## Handy Add-Ons To Loader Bucket

“I came up with a couple add-on attachments for the 440 loader on my Deere 1070 tractor that I would like to share with your readers,” says Howard A. Smith, Bellville, Ohio.

“The first is a set of 3 grab hooks that attach to the upper edge of the bucket. The hooks weld to a 4 by 18-in. piece of 3/8-in. thick plate steel. A second plate under the edge of the bucket provides extra support when the hook plate is bolted in place. The three hooks vary in size from 3/8 to 5/16 to 1/4-in. dia. I use them for various lifting jobs.

“I also made a temporary ball hitch attachment that fits over the lower lip of the loader, held in place by a chain that fits over one of my loader grab hooks. I use the hitch to move an 18-ft. flatbed trailer. It eliminates the need to look back when backing up. Real handy and goes on and off in seconds with a load binder.”

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**Set of three grab hooks attaches to upper edge of bucket. Hooks weld to a 4 by 18-in. piece of 3/8-in. thick plate steel.**



**Temporary ball hitch attachment fits over lower lip of loader and is held in place by a chain that fits over a loader grab hook.**



**Clair Wilson used a 1974 Chevrolet 3/4-ton pickup frame to build this forklift.**

## Fast-Running Forklift Made From Pickup Parts

Clair Wilson, Winchester, Ill., does a lot of building in his shop and often carries supplies or equipment to scattered farms he owns in the area. He decided he needed a high-speed forklift to make the work easier.

“I use it both inside and outside my shop. It can go down the road at speeds up to 25 mph, which is much faster than a conventional forklift can go,” says Wilson.

He started with a 1974 Chevrolet 3/4-ton pickup frame. The 6-cyl. engine and 3-speed automatic transmission came from a Buick. The front steering axle is from a 1972 Chevrolet 3/4-ton pickup, and the rear positraction drive axle is from a 1968 3/4-ton Chevrolet pickup. There’s a 2 to 1 gear reduction between the transmission and the rear end. The mast is off a 3-stage Clark fork-

lift and is raised and lowered by a hydraulic pump that runs off the fan belt. He fashioned a mounting bracket for the mast from a steel plate.

The seat and steering wheel are from a Ford Escort, and there are fuel tanks on both sides that double as steps. The engine cover, made from 1/8-in. steel, tilts back for easy access to the engine. About 500 lbs. of weights - cut from heavy steel - hold down the rear end.

“I got the engine free and paid about \$50 for the mast and \$65 for the hydraulic cylinders that raise and lower the mast. I paid \$360 for the hydraulic pump. My total cost was less than \$1,000,” says Wilson.

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