

## Hydraulic-Powered Chain Saw

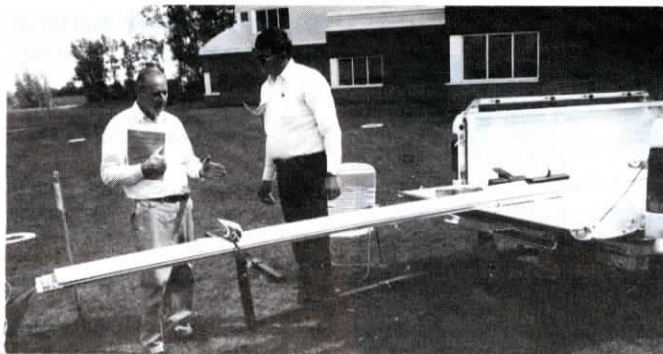
If you don't use a chain saw often, or if you always have a tractor nearby when you do use one, you might want to take a look at this hydraulic-powered chain saw.

Built by Stanley Hydraulic Tools in Oregon, it offers the highest power-to-weight ratio of any chain saw on the market. Hydraulic power eliminates the need for a flywheel to smooth power pulses so there's no chain coasting when you release the trigger. Kickback is also reduced without the centrifugal force developed by gas-driven saws with flywheels.

Can be ordered for use with either open or closed-center hydraulics. It's fitted with a 14-in. bar.

Prices range from \$999 to \$1,155, depending on model. There are two different models with different power levels. Underwater models also available.

Contact: FARM SHOW Followup, Stanley Hydraulic Tools, 3810 S.E. Naef Road, Milwaukee, Ore. 97267 (ph 503 659-5660; fax 503 652-1780).



Load extender telescopes out to 6 ft. behind pickup bumper.

## Pickup-Mounted "Load Extender"

You can use your pickup to haul extra long loads with this new "load extender" that bolts onto the bumper in place of a ball hitch.

Made from 2-in. sq. steel tubing, the load extender telescopes out to 6 ft. behind the pickup bumper and has a cross arm that telescopes out to as wide as 49 in. The vertical tube that supports the arm can be adjusted 14 in. up or down.

"It works great for hauling irrigation pipe,

lumber, ladders, carpets, canoes, etc. Any type of long load," says Larry Mages, whose brother-in-law Joe Gall came up with the invention. "The arm has holes in it for tying the load down."

Sells for \$39.95 (plus S & H). A bolt-on tube for a step bumper is also available and sells for \$12.95.

Contact: FARM SHOW Followup, Larry Mages, Rt. 1, Box 75, Lafayette, Minn. 56054 (ph 507 228-8352).

## "Automatic Dump" Rear-Unload Silage Wagon

"My rear-unload silage wagon dumps automatically and eliminates the need to have a man at our bunker silo to open and close the endgate," says Alvin Olson, Clearwater, Neb.

His Stanhoist wagon is equipped with a scissors hoist operated by a hydraulic cylinder. The endgate originally had to be manually opened and closed. Olson added two single-acting cylinders to the wagon - one to unlatch the end gate and one to open it. All three cylinders are controlled from the same hydraulic outlet so that by moving one lever he can raise the wagon and then open and shut the gate.

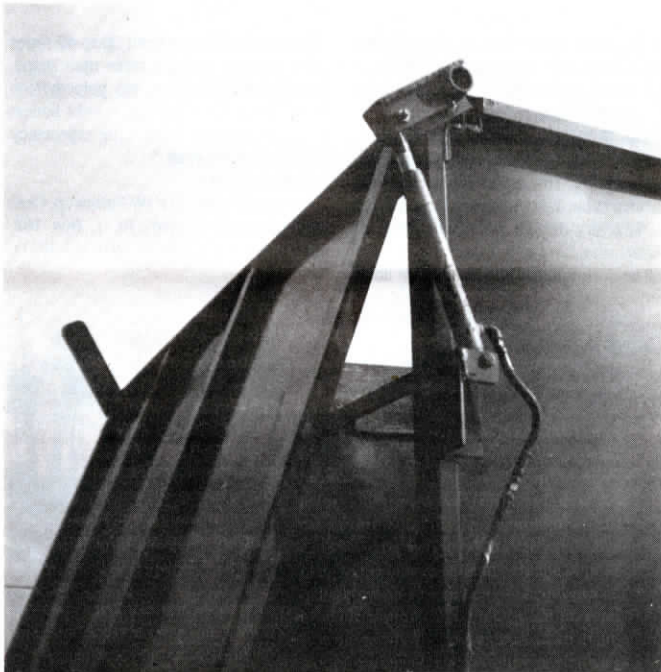
The endgate was originally equipped with two lift-assist springs, one on each side of the wagon, to pull the gate down after the box was unloaded. Olson replaced one of the springs with a 10-in. long cylinder. He mounted the cylinder under the wagon floor to trip the gate latch mechanism at the bottom corner of the box. He tied hydraulic hoses for the two cylinders into the hoist's cylinder hose.

As hydraulic pressure is applied, the cyl-

inder under the wagon floor unlatches the end gate. Then the hoist cylinder starts to push the wagon up. Finally the cylinder near the top of the endgate starts pushing the gate back and holds it in the open position. To shut the gate, Olson puts the hydraulic lever in the "float" position. As the wagon starts to drop down, the endgate begins to close as it's pulled back by the remaining lift-assist spring. A pair of lift-assist springs he mounted under the wagon floor then latch the gate shut.

"I salvaged the single acting 2-in. dia. cylinders from an old combine reel. I didn't want to use big cylinders because if the end gate ever catches on anything and fails to open, the small cylinders aren't big enough to cause any damage," says Olson, who added 4-ft. high sides onto the wagon to increase capacity. He used 1 1/2 by 3-in. steel tubing as a framework and tied the two sides together with cross rails.

Contact: FARM SHOW Followup, Alvin Olson, Clearwater, Neb. 68726 (ph 402 887-4460).



Single-acting cylinder is used to open wagon's endgate.

## WINGS FOLD FOR STORAGE, TOWING DOWN THE ROAD

# Build Yourself A "Folding Wing" Airplane

If you've ever toyed with the idea of building your own airplane, you'll be interested in the new wing-folding Mark 1V "Kitplane" from Avid Aircraft, of Caldwell, Idaho.

Its wings fold manually, reducing overall dimensions to only 8 ft. wide and 20 ft. long. "You can store it, and work on it, in a space no larger than a single garage stall," says Charlie DeRego, president. "You can eliminate the expense of both a hanger and landing strip by flying into your local airport, then folding the wings and towing the plane home behind your car or pickup. When you go to distant fields, you can take the Mark 1V with you, towing it behind your pickup, tractor or combine. It only takes a minute or

two to manually fold or unfold the wings."

DeRego notes that, without prior experience, it takes 400 to 600 hours to assemble the do-it-yourself kit. Sells for \$19,000, including a liquid cooled 65 hp engine.

"You save about \$7,000 by assembling it yourself," says DeRego.

The two-person Mark 1V requires 90 ft. of take-off and 150 ft. of landing distance. It has a wingspan of 30 ft. and cruises at 90 mph. Fuel capacity is 14 gal. and fuel consumption is 3.5 gal. per hour. Can be equipped with optional crop-spraying rig.

Contact: FARM SHOW Followup, Avid Aircraft, Box 728, Caldwell, Idaho 83606 (ph 208 454-2600).



When wings are folded, plane can be towed behind your car or pickup.