

# World's First Flying ATV

The popularity of powered parachutes has grown rapidly over the past 10 years but if you're not flying, there's not much you can do with the machines.

Now Buckeye Aviation has changed all that with the introduction of a powered chute that doubles as an ATV when it's on the ground. Company president Ralph Howard got the idea after buying his daughter a birthday present.

"I bought her a go-cart for her ninth birthday and got the idea that with some modifications, it could fly," he recalls.

Today, the idea is reality. The new 650-lb. Aerial ATV features side-by-side seating with a 500-lb. capacity. A 3-cylinder 150-cc engine powers the rig on the ground at speeds of up to 40 mph.

To fly, a 3-cylinder 100 hp engine-driven prop puts it in the air and keeps it there at 40 mph. Like other Buckeye powered parachutes, the Aerial ATV enjoys the safety factor of floating to the ground should the engine quit. Also like the company's conventional powered chutes, the unit can fly at 10



Prop is driven by a separate 100 hp engine that propels machine through the air at speeds up to 40 mph.

ft. or 10,000 ft.

On the ground, the machine is steered by a steering wheel. In the air, it's controlled by hand levers.

"Farmers are big customers for us with our other machines, using them to check cattle, fences and crops," says Howard. "At 10 ft., they can see weeds, and at 1,000 ft., you can see nitrogen deficiency. With this unit, a rancher could check remote fences or cattle and, if he saw a problem, land and drive back to the spot. Once it was taken care of, he can take off into the air again."

While prices were still being worked out as FARM SHOW went to press, he expects



Powered parachute functions as an ATV when it's on the ground, powered by a 150 cc engine.

the Aerial ATVs to sell in the mid to upper \$20,000 range.

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## Vol. 28, No. 6, 2004

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**FARM SHOW** (ISSN #01634518) is published bimonthly (6 times a year) for \$19.95 per year (\$29.95 in Canada and foreign countries) by Farm Show Publishing, Inc., P.O. Box 1029, 20088 Kenwood Trail, Lakeville, Minn. 55044. Periodicals postage paid at Lakeville, Minn., and Madelia, Minn. POSTMASTER: Send address changes to FARM SHOW, P.O. Box 1029, Lakeville, Minn. 55044 (ph 952 469-5572; fax 952 469-5575). E-Mail: Circulation@FARMSHOW.com. Website: www.FARMSHOW.com. Single copy price is \$5.00 (\$7.00 in Canada). Publication No. 469490.

Publications Mail Agreement No. 40032660  
Return Undeliverable Canadian Addresses To:  
Dycom Mail Svcs.

495 Berry St.  
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Nov.-Dec., 2004

# Home-Built "Cat" Utility Vehicles

By Bill Gergen, Senior Editor

"My hobby is working with metal and hydraulics," says Don Schams, Bella Vista, Ark., who has built five small "go anywhere" vehicles with dump boxes on back.

"I'm retired now but I was in construction and used mostly Caterpillar equipment so I gained a lot of experience working with hydraulic power. All five vehicles I've built are totally hydraulic with no belts, pulleys or gears on any of them."

The largest vehicle he built was powered by an 80 hp Ford engine with 4-WD, articulated steering, and an oscillating axle. Since then he's built four smaller units ranging from 10 to 20 hp.

A 10 hp model, powered by a Briggs & Stratton engine, has rear wheel drive. A 16 hp unit is modeled after a large earthmover. Another 16-hp model has 4-WD with articulated steering and an oscillating axle. And a larger model, with a 20 hp Honda engine, has 2-WD.

All models have TRW hydraulic wheel motors, Sundstrand hydrostatic transmissions, power steering, and hydraulic dump boxes.

"They come in handy for hauling all kinds of heavy loads. I build each one from scratch, without using any blueprints, and I try to make each one a little different," says Schams. "They probably cost as much or more to build as comparable commercial models, but I enjoy building them."

Scham doesn't sell the machines he builds. He gave one to his daughter and son-in-law, who use it in their vineyard, and has given others away to friends and family members. He spends about \$5,000 on each model.

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"They work great for hauling firewood, dirt, and other material," says Don Schams.



Over the past 20 years, Schams has built five different hydraulically-operated utility vehicles.



All models are equipped with hydraulic dump beds.