

The Aerologger

REAL AERIAL LOGGING

This Jules Verne-like article was published in 1913, forecasting the helicopter logging that would appear over a half-century later. Obviously a spoof, it is fun to see just how things turned out after all.

This article will be written for the Technical Press about 1986 A.D. We offer it to readers of "Steam Machinery" now [1913].

Recent experiments conducted in the woods of the Great Upper Lumber Company of Scandiana have demonstrated the permanency of the Aerologger for use in the lumbering operations of this and other planets.

This marvelous machine was designed by and constructed under the direct supervision of S. MacHenry, formerly war correspondent for that logger-world-widely famous magazine, "Steam Machinery."

It is, without question, the concluding paragraph in the Report of Progress.

(This last sentence was intended to refer rather to the Aerologger than to S. M. It applies with equal veracity in either case. Applause.) S. MacHenry enjoys the unique distinction of being the original creator of the system of double-planes (one to support and the other to propel) which is now universally used on all air-craft worthy of consideration.

This system he has, very naturally, adapted to his Aerologger, in the peculiar operation of which its good points become prominently noticeable.

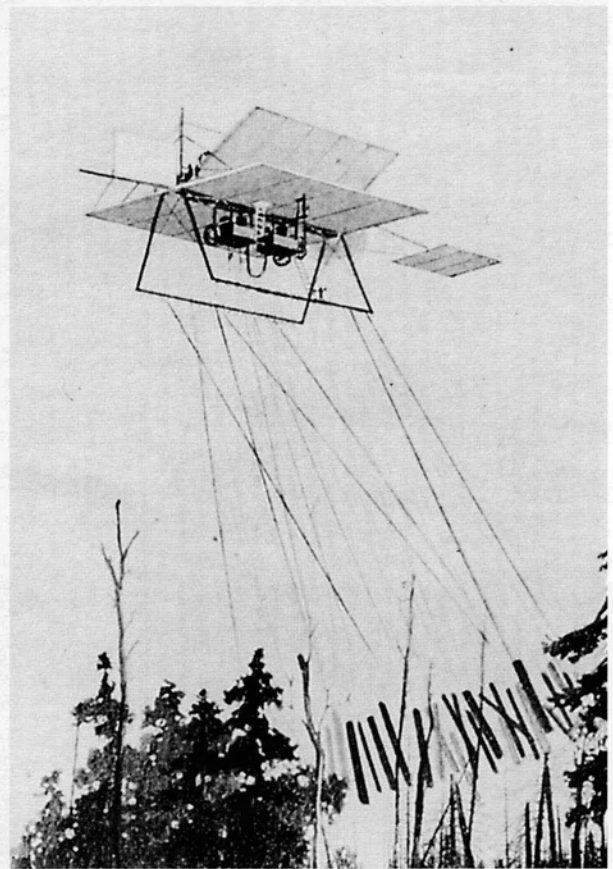
The large area of supporting surface, augmented in its effects by the speed given by the flapping planes and propellers, enables the Aerologger to handle immense loads of logs at great speed.

The peculiar advantage of the new machine is found in the fact that an entire forest can be logged at one flight.

Several hundred 5/8 inch choker lines, provided with suitable hooks, are attached to the two rods which, on alighting, form a base upon which the Aerologger rests.

These chokers, being spliced around rings running freely on their respective rods, and being several hundred feet in length, can be carried through and about the woods with ease while the Aerologger hovers overhead.

It is interesting to note that this faculty of hovering came into existence as early as 1913 (A.D.) at which time it was hailed as the final success in aerial navigation.



Aerologger at work, 1913.

The early settlers in our own Luna colony can doubtless recall the days before the invention of the aerial gyroscope, when this faculty of hovering was of inestimable value to the aeronaut—was, in fact, quite indispensable. It is amusing and interesting to look back upon these first feeble flights, from the standpoint of our present perfect control of the air lanes.

After all logs have been made fast, the Aerologger rises in a perpendicular direction, drawing all logs up after it until they are well clear of all obstructions to progress.

Nothing further remains but the flight to the mills, which does not consume more than twenty minutes where, as in the case of the Great Upper Lumber Company, they are not



Sikorsky Skycrane, 1967. Forest Service photo.

more than two hundred miles distant from the woods.

The model A Aerologger, complete with all necessary equipment, costs three hundred and twenty-five thousand dollars gold, or sixty-five thousand in paper of the New Republic.

This includes five hundred choker lines and hooks, two hundred and fifty on each side, each a thousand feet in length.

This model is equipped with two 1 planet-power engines, in accordance with the ratings recently established by the International Board of Aeronautical Engineering.

The framework of the machine is made of Sametal,

which, as is well known, is a combination of steel with aluminum, named in honor of the Old Republic.

A company has been formed for the manufacture and marketing of these machines on a large scale, and orders will be filled within sixty days of receipt.

Correspondence may be addressed care of this office until such time as the new offices of the company on the summit of Mt. Hood are completed.

THE END

Reprinted from Steam Machinery, vol. 1, no. 9, September, 1913.