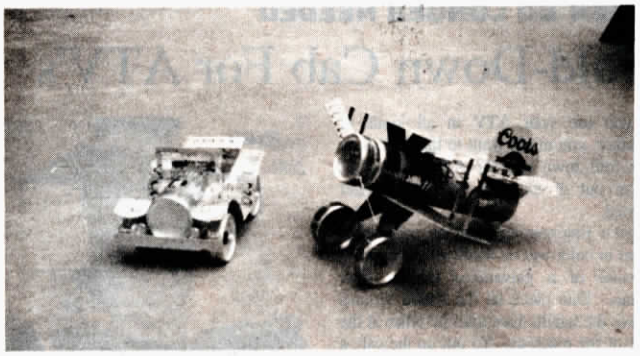


Look What He Does With Pop, Beer Cans

A man and his toys are attracting a lot of attention in Colorado. The man is George Kreller, of Boulder, and his toys are airplanes, ships, locomotives and stage coaches --- all made from empty aluminum pop and beer cans.

Looking for something to do in retirement, George -- who spent a lot of time building model airplanes when he was a youngster -- made a "pop can" airplane for one of his grandchildren. One thing led to another and he now has orders for more toys than he can make. He gives most of them away. "I'm not in it to make money -- just to keep busy now that I'm retired," says George.

His friends save up pop and beer cans for him to use. "The cans have to be rinsed out as soon as they're empty. If you don't, a mold and fungus sets up inside and they're no good."

George figures it takes about 18 cans and two days to make an airplane or other type toy. Individual pieces are held together with epoxy glue. All parts of a typical toy are made from cans except wheel axles and hubs.

He Reworked The Brakes On His Deutz Tractor

"After three trips to the dealer I decided the trouble with the brakes on my 1976 Deutz 10006 tractor was that there was no check valve between the master cylinder and the brake cylinders. Without a check valve there was a tendency to pull fluid back out of the brake lines as well as the master cylinder reservoir," says William Webster, Paris, Ill.

"A short time after we would fix them the brakes would act as though they had air in the system. So I decided to install 1974 FKS Gleaner hydraulic brake cylinders. They were easy to install because of the cross bolt mounting and the fact that the two cylinders mount side by side, which matched the brake rod width on the tractor.

"I mounted the Gleaner cylinders on a piece of 3/8 by 3 by 3-in. angle iron and bolted it to the side of the tractor with a 3/8-in. thick flat plate spacer between the angle iron and the tractor to get the proper alignment with the tractor brake pedals.

"Since the brake line fittings were not the same I left a short piece of line coming out of each cylinder and clipped the larger tractor brake lines over them and soldered them together. Then I wrapped copper wire around the joint and soldered again to reinforce the joint.

"The only other modification I made was to cut the washer and remove it from the original brake rods. I then inserted the brake rods through the stop washers in my new cylinders and then positioned the washers I'd cut so that the rods would not push through the brake cylinder washers. You need to adjust the rods so that when the brake pedals contact the platform they won't pull on the stop washers in the front of the cylinders.

"It's now easy to bleed air out of this system. The only thing we lost was the brake lights and the ability to lock the brakes together on the road."

Contact: FARM SHOW Followup, William Webster, Rt. 2, Box 174, Paris, Ill. 61944.

"Black Heat" Melts Snow Off Fields

"We're discovering new uses for it every day," says Randy Grover, Bear River Farm Supply, Garland, Utah, about Black Heat, the company's new product that gets rid of snow from grain fields, and can also be used to clear feedlots, birthing areas, and anywhere else snow is a problem, including golf courses, lawns, roofs, and so on.

The widest use for the product, and the reason it was first developed at Utah State University, is to melt snow off winter wheat and other fall-planted grain to prevent the onset of snow mold, which destroys hundreds of thousands of acres of crops each year. Scientists found that if the number of days the crop was under snow could be reduced, snowmold damage could also be reduced. In test plots in Utah, yields over a 10-year period in fields which were "de-snowed" every year increased by an average of 52% from 34.1 bu. per acre to 51.9 bu. per acre.

"It not only gets the crop out from under the snow and eliminates damage from snowmold. It also gives the crop an average of 20 more growing days," says Grover, noting that interest has been tremendous throughout Western and Northwestern states.

Black Heat is a dark black liquid made from coal dust and graphite that's applied at the rate of 75 lbs. per acre at a cost of about $5 per acre. Most farmers apply liquid fertilizer along with it to act as a carrier and to get more than one job done in one pass. It can be applied either by air or by a conventional ground sprayer.

Black Heat works even at below freezing temperatures. "We've melted 12 in. of snow in 3 days and never got above 20°. When you mix it with fertilizer for application you can apply it at temperatures below freezing and it won't clog nozzles," says Grover, noting that in addition to aiding the crop, Black Heat also helps cut erosion by allowing surface moisture to soak into the soil gradually.

Most farmers who had a chance to use the product last year applied it late in the winter, sometime after February 1st. Grant Young, who farms near Haines, Ore., got concerned during the winter when his wheat crop was covered by 30 in. of snow and he discovered snowmold growing under the snow. He applied Black Heat by air, soon after which an additional 4 in. of snow fell. Even so he reported that the treated fields were bare three weeks before any of the untreated fields and yields on the treated acres averaged 117 bu. per acre versus untreated yields of 60 to 65 bu.

For more information, contact: FARM SHOW Followup, Bear River Farm Supply, P.O. Box 68, Garland, Utah 84312 (ph 801 257-3341).

"Cornburner" Stove Needs No Chimney

"Shelled corn is one-third as expensive as wood pellets and easier to find," says Garry Myers, inventor of the new Apache Cornburner stove that was designed from the ground up to efficiently and automatically burn corn.

Once you light the thermostatically controlled corn stove, all you have to do is keep the 50-lb. capacity hoppers on either side of the firebox full. Two small augers at the bottom of each hopper feed corn into the firebox and two fans fuel the fire and blow heated air out of the stove.

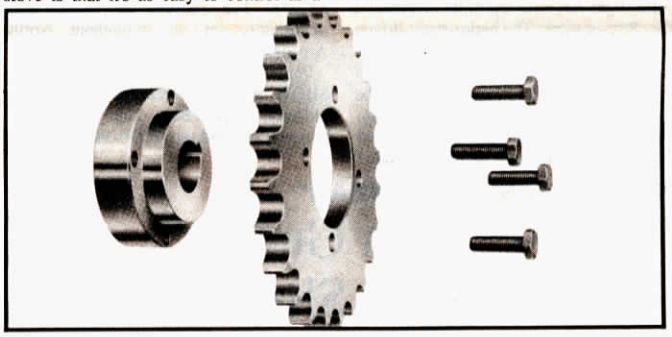
The stove is unique in that all combustion takes place in a small 4 by 10-in. area inside the firebox. Air is forced into the small fire chamber from all directions to keep the fire hot enough to burn the corn with no smoke, no creosote and only 1% ash. Corn feeds into the fire from the bottom, pushing up into the fire area. Although the fire itself burns at temperatures up to 2,300 degrees, the outer walls of the stove never reach temperatures above 150 degrees, due to the restricted burning area, so there's no need for heat protection on walls surrounding the stove. In addition, thanks to the fan-controlled burn and restricted fire chamber, flue temperatures do not rise above 350 degrees so you can vent the stove out a sidewall the same way you'd vent a clothes dryer. No chimney required.

"At first we were going to build a wood pellet stove but pellets cost 9 cents per lb. and are hard to find. Corn costs just 3 cents per lb., is easier to find, and has more btu's. The best thing about this stove is that it's as easy to control as a furnace. You set the thermostat and it'll maintain steady, even heat. It'll burn for 1 to 5 days without refilling, depending on the weather, and you don't have to make a mess hauling wood into the house," says Myers.

Because the corn burns with no creosote buildup, it also eliminates the danger of fires and the glass viewing screen stays clean. Myers says that if you keep a supply of corn fuel in the stove, you only have to light it once a year because it'll maintain a smoldering fire when no heat is required. You start the fire with a small amount of charcoal lighter fluid.

The cornburner stove sells for $1,395.

For more information, contact: FARM SHOW Followup, Nu Energy Marketing, Inc., Rt. 4, Box 253, China Grove, N. C. 28023 (ph 704 983-2544 or 857-6166).



Slick Way To Repair Sprockets

With the new sprocket/hub design from Linn Gear Co., Lebanon, Ore., you can reduce sprocket replacement costs on combines, conveyors and other equipment by as much as 50%, says company salesman Gil Hartl.

The new design features a sprocket that bolts to the hub. When you need to replace a sprocket, you simply undo four bolts, slide the old sprocket off, slide the new one on and replace the bolts. The hub stays in place on the shaft. Besides the cost savings of not having to purchase a new hub or bushing, this allows for quick and easy sprocket replacement and also lets you easily experiment with different size sprockets, notes Hartl.

"Our initial cost is comparable to a fitted bore sprocket and about 30% less than that of a tapered bore. But our sprocket replacement costs are about 50% of either one," explains Hartl.

The hubs, furnished with a standard keyway and setscrew, are available with round, square, hex or spline bores to fit 1/2 to 1 3/4-in. shafts.

Sprockets are available to fit 35 through 60 roller chain and with a variety of teeth numbers.

For more information, contact: FARM SHOW Followup, Linn Gear Co., 100 N. 8th St., P.O. Box 397, Lebanon, Ore. 97355-0397 (ph 503 259-1211).