

Easy Fill Soybean Planter

(Continued from cover page)

scratch. To allow him to fill from one side of the hopper, he installed a hydraulic-powered auger to move the seed from one side to the other. He supported the auger with bearing blocks mounted across the width of the box. A control valve on the box lets him adjust speed as needed and shut off the auger when the box is full.

To fill the grain box he uses a gravity wagon with an auger made of brush bristles instead of steel. The auger moves seed slower than a steel auger, but doesn't crack the soybean seed. Once in the main seed hopper, seed drops automatically by gravity through tubes into the planter boxes, keeping them better than three-fourths full. Keeping the boxes continually filled provides the extra advantage of having constant weight pressing down on the planter units to help maintain depth control.

"I haven't had any problems," Borland says, noting that he built the planter six years ago. "The only thing I might do different is use newer style planter units. But I definitely like the idea of filling and planting 20 acres or more before have to stop to refill. It saves me a lot of time when I get in the field. With my old planter I could only plant about 5 acres before stopping, so I've stretched the time between fills by a factor of four."

Another advantage, he says, is that he no

longer bangs up his legs when filling individual planter boxes. "With the big hopper you just stand in one spot and watch it fill. I can fill this planter just as fast, with all the extra bushels, as it took me to fill my old planter. Besides the 25 bushels held by the seed hopper, each planter box holds about another bushel, so the total holding capacity is 35 bushels."

The 10-row planter covers a width of 180 in. Row spacings can be adjusted down to a minimum of 13 in. (in which case 11 rows would be used). Borland, however, normally uses 16-in. rows with two 24-in. skips. The 24-in. skips provide space for 18-in. tractor tires when rotary hoeing or spraying. "It makes it nice because when I come out at the end of the field I can tell right where I should be driving," he says.

The planter is fully adjustable, including the hitch, planter units and transport axles. Brackets that support the seed hopper are part of the lift mechanisms so when they are adjusted the brackets simply move to different spots on the hopper.

After using his shop-built planter for two seasons, Borland modified the hitch so he can easily convert it from a conventional hitch to a bridge hitch. The same tongue is for both set-ups; the uprights are easily removed or added to switch from one to the other.

Borland's rig has proven itself with "erector-set" flexibility, especially with the bridge hitch that allows space for tillage tools between tractor and planter:

- For conventional planting, he uses a danish tine field cultivator mounted on the 3-pt. hitch with a Lily Roterra rolling basket on back and the planter trailing behind.
- For minimum-till fields, he simply hooks a Lily Roterra, powered by the tractor'spto, to the three-point hitch.
- For no-till, he removes tillage tools. He explains that he doesn't need to unhook the planter to do this. "I simply back up and jackknife the planter, let the three-point hitch down and drop off either the cultivator or the Lily Roterra. When I pull ahead the planter just goes right past the side of the tillage tool."

Also, for no-till, he uses what he calls "no-till covering blades." They are curved sections of 1/2 x 2-in. steel strap iron which mount next to the ground — one close to each side of the double disk opener. "They have a little spike on the end which throws the dirt back into the seed trench instead of between the rows," he explains. "They work great; I wouldn't plant without them."

Borland also later added two lights on a single pole in the center of the unit, so he can see at night to fill and to monitor sprayer nozzles at the rear of the planter. "I use saddle tanks on the tractor and either incorporate herbicide right ahead of the field cultivator or apply it through nozzles at the back of the planter. The last two years we've had so much rain we've had to plant more at night than normal, and it was sure nice to have those lights on there."

Contact: FARM SHOW Followup, Russell Borland, 16799 Boundary Road, Richwood, Ohio 43344 (ph 614 943-2013).

THEY VIRTUALLY ELIMINATE FLATS

Used Aircraft Tires For Tractors, Implements

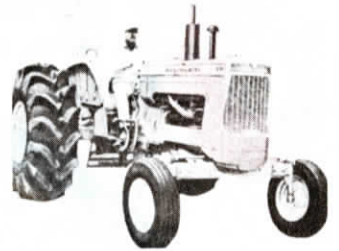
"You can virtually eliminate flats on mowers, grain carts, tractor front wheels, trailers, balers, and other farm equipment by fitting them with heavy-ply aircraft tires," says O.P. Whittington, president of General Supply & Equipment Co., Inc., Houston, Tex., and a pioneer in the use of used aircraft tires for farm equipment for the past 30 years.

Whittington stocks a comprehensive range of tires - from 10 to 32-ply - that'll substitute for about 80 percent of farm tires. Most popular sizes are 8, 10, 14, 15, 16, 18 and 20-in. tires. "They sell for about half as much as regular implement tires," he says.

General Supply obtains tires from domestic and foreign sources. The company developed a method of removing one bead from the heavy-ply, 2-beaded aircraft tires, a modification that allows the tires to be mounted on regular implement wheels with standard tire-changing equipment.

"Aircraft tires are 98 percent flat-free and have triple the life of ordinary implement tires," says Whittington.

One regular customer is Hamilton Mowing Co., Groesbeck, Tex., which mows about 50,000 acres every year. "Over the years, we've experimented with all types of tires and we've found that aircraft tires are far superior," says Paul Hamilton, a member of the family-owned business. "Before switching to them, we had to plan on two sets of tires every year per tractor. With the right air pressure, our tractor tires now last a



The front wheels on this tractor are fitted with ribbed aircraft tires.

whole season without flats."

Before switching to aircraft tires, Hamilton says they tried solid rubber wheels on mowers. "We had to change bearings 3 to 4 times a year per wheel. The constant beating of the solid rubber tires was very rough on the shredder frame. With aircraft tires we no longer have the vibration, which cuts down on equipment wear and tear. We estimate a savings of about \$3,000 a year on the cost of bearings alone, in addition to eliminating flats and tire replacement costs."

Some examples of prices include: 14-ply 8-in. (\$19.95); 18-ply 10-in. (\$19.95); 20-ply 14-in. (\$19.95); 26-ply 16-in. (\$37.95).

For more information, contact: FARM SHOW Followup, General Supply & Equipment Co., Inc., Box 14628, 4300 O.S.T. At Cullen St., Houston, Tex. 77221 (ph toll-free 800 828-3350 or 713 748-3350).

"IF WE CAN'T SUPPLY A NEEDED PART, WE'LL TRY TO BUILD IT"

Oregon Firm Sells Scarce Chains, Bearings, Sprockets

If your search for hard-to-find replacement chain, sprockets or bearings for an older piece of equipment has dead ended, meet a supplier who just might be the "missing link" you've been looking for.

He's Loyd Fery, an Oregon farmer who, over the past 10 years, has built a booming sideline business — called D and L Chain Specialties — that supplies the agricultural market with hard-to-find replacement chain, sprockets and bearings.

"I started this sideline because I was having trouble finding replacement chain and other parts for my own farm equipment. It seems none of the major suppliers really care about the farm market any more," says Loyd. In addition to scarce replacement chain for older equipment, he offers chains and other parts for newer equipment "at 10 to 20% less" than the going retail rates.

"We get a lot of calls for No. 55 steel detachable chain for grain elevators, which is getting hard to find. We carry it in stock. For manure spreaders, our best seller is a chain that's a step above original chain in quality, yet sells for about the same price you'd have to pay locally for the lower-quality chain. We're also big in replacement sprockets. We replace original cast iron sprockets with steel flame cut sprock-



Company sells most styles and sizes of hard-to-find replacement chain.

ets which last longer and cost less. If we don't have the size and shape you need, we'll try to make it."

D and L Chain handles most styles and sizes of replacement chain — roller, pintle, detachable link, and T-bar detachable. Other items carried include standard and idler sprockets (to operate with roller, link or pintle chain), shaft collars, and bearings (set screw and eccentric locking collar types).

For more information, including a free catalog, contact: FARM SHOW Followup, D and L Chain Specialties, 11022 Rainwater Lane, Aumsville, Oregon 97325 (ph 503 769-7992; fax 503 769-2978).

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