

Wireless Controls For “Everything Electric”

You can wirelessly control your house and yard lights – and virtually anything else that runs on electric power – with a small transmitter or key fob. Developed and used by a licensed electrician for his customers for 30 years, the Controlight Specialties system is only available through the New Hampshire company's website, www.controlight.com.

Installation is easy. Install the main unit between the electrical junction box and the wiring for lighting, pumps, heaters or motors you want to control remotely up to 500 ft. away. Controlight uses radio frequency with more than 65 billion codes to eliminate interference with other wired or wireless devices.

It has the highest wattage capacity and provides the longest wireless distance control on the market.

It saves money on installation since wires don't need to be fished through walls. And it saves electricity. No need to leave your house lights on when you plan to come back late. Just turn them on with the key fob as you drive in the driveway. Instead of lights that come on at dusk and stay on all night, use Controlight to flood your yard with



All it takes is a small transmitter or key fob to wirelessly control “everything electric” around your house or yard.

light when you need it. The main unit can be located on a garage, barn, shed, house – wherever you need flood lighting.

For \$238, customers receive the main unit, a receiver, two key fobs and one handheld transmitter with a holder. As many as 15 transmitters can be used with the system. It has a 90-day money back guarantee and a 2-year warranty.

Contact: FARM SHOW Followup, Controlight Specialties, LLC, Concord, N.H. (ph 603 707-6207; www.controlight.com).



Hitch arms on trailer pin to brackets on either side of receiver hitch to securely hold front of trailer.

Easy-To-Back Swivel-Wheel Trailer

Willie Witt's homebuilt trailer takes the hassle out of backing up and the problem of jackknifing when he hauls it behind a camper.

“It has a hitch arm on each side that attach to brackets on the back of the camper. They hold the front of the trailer securely but still pivot up and down when moving across a hill or dip,” Witt explains. “Both wheels are ‘crazy wheels’ (swivel wheels) so backing up is easy.”

He got the idea from motorcycle trailers that have one swivel wheel.

Witt built his 6 by 12-ft. trailer to haul his ATV and golf cart. He used 2-in. steel tubing for the frame and expanded metal for the bed, and he purchased new ramps. The axle is a rubber torsion axle – a 2 1/2-in. square tube with a 1 1/4-in. solid shaft inside with hot rubber poured between to make it solid. The 8-in. rim wheels have mounted motorcycle springs and shocks. Witt used 4-in. square tubing for the wheel swivels with a 1-in. bolt and 6-in. turntable plates.

“If I did anything different I'd use larger turntables on the axles so there wouldn't be as much torque on that 1-in. bolt,” Witt notes.

“It works great,” he adds. “We've gone to Arkansas and Oregon. It trails right straight behind.”



Conventional trailer tongue can be removed so hitch arms on either side can pin directly to towing vehicle.

The camper is 32 ft. long, so with the trailer, he can maneuver wherever semis can travel. He mounted a camera on the back of the camper to keep an eye on the trailer.

When he's using the trailer around home in Gordon, Neb., Witt has the option to add a galvanized tongue that hooks on to a standard ball hitch. He slips in pins on the wheel mounts to keep them straight when he uses the regular hitch.

Contact: FARM SHOW Followup, Willie Witt, 721 N. Oak St., Gordon, Neb. 69343 (ph 308 282-2301).



New uses keep cropping up for the Hummerbee rough terrain forklift, which was originally designed to move beehives.

Rough Terrain Forklift

The Hummerbee rough terrain forklift was originally designed to move beehives, but other uses keep cropping up. A combination wheel loader and forklift, it has 4-WD and an oscillating, articulating frame for maximum maneuverability.

“Beekeepers use it to move hives around orchards and fields without tearing up fields like skid steer loaders can do,” says Brian Kulling, A&O Forklift. “They've become popular with nurseries as well, and this year we started selling some to scrap yards. They work great anywhere there's rough terrain and you need a forklift.”

A&O founder Dean Voss needed a machine to handle his apary business of up to 3,000 hives. He started out modifying Swinger mini-wheel loaders, first for himself and then for others. Demand for his machines outgrew the apary business, so he sold his hives. Since then, A&O started manufacturing its own machines and sells them in the U.S., Canada, Australia, Europe and Central and South America.

The Hummerbee comes in three models, including 2-WD and 4-WD. The 4-WD

Turbo XL has a 42 hp, 3-cyl. diesel, 2-speed hydraulic transmission and a 21 gpm hydraulic pump with 2,000-lb. lift. The single speed, 2-WD XT has a 26 hp engine with a 12 gpm hydraulic pump delivering 1,200 lb. lift capacity. The intermediate XL features a 35 hp engine, single speed transmission, 21 gpm pump with a 1,600-lb. lift and 4-WD.

Hydraulic wheel motors power the wheels, and all three come standard with a 10-ft., 6-in. mast.

The forklifts are priced in the mid \$30,000 range with the average unit running \$35,000. The Turbo XL starts at \$34,500. Options include a 12-ft. mast upgrade, hydraulic scales, counterweights, grill guards and multiple lighting kits. Swing away light brackets are available for getting into tight spaces.

The company also makes an 8,000-lb. flex axle trailer for hauling the Hummerbee. It has a hydraulic tilt bed.

Contact: FARM SHOW Followup, A&O Forklift, 200 Quicksilver Ln., Edmore, Mich. 48829 (ph toll free 800 943-8677; www.hummerbee.com).



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