



Squires lands his helicopter crosswise on truck-mounted pad to load up chemicals.

## LETS CHOPPER RELOAD WITHOUT TRAMPLING CROPS

### “Truck Top” Launch Pad Makes Custom Work Easier

A landing pad mounted on a tandem axle truck allows Indiana custom applicator Steve Squires to load up chemicals, seed, or fuel right in the field without ever touching the ground.

“It lets me refill quickly without having to trample any crops. It’s also safer for bystanders because the rotors are 10 ft. off the ground,” says Squires, who has used his “truck top” pad for 23 years.

The 18-ft. long, 8-ft. wide pad has a 2-in. thick oak floor mounted on a one-piece steel frame that bolts onto the truck bed. The frame is made from 4 by 3-in. rectangular steel tubing. A 1,200-gal. water tank, 500-gal. chemical tank, and 400-gal. aviation fuel tank mount on the bed under the pad.

“It’s much quicker than landing on the ground because I don’t have to drive a nurse truck up to the helicopter,” says Squires. “I often park the truck on a field road with crops on both sides of the road. I land the helicopter crosswise on the pad. The oak floor is rough sawed so it’s not slippery. I use a boom on the helicopter to spray corn, beans, wheat, alfalfa, vegetables, and some nursery crops. I use an airflow seeder to sow wheat and rye and to apply granular fertilizer. I work mostly in a seven-state area surrounding Indiana, but I’ll go anywhere I’m needed.”

Contact: FARM SHOW Followup, Squires Flying Service, 9126 Fayette County Line Road, Brownsville, Ind. 47325 (ph 800 359-4866).

## TWO “OLDTIMERS” CONVERTED NEW HOLLAND HAY BALER

### Plastic Baler Solved Recycling Problem

When Washington County, Neb., started recycling plastic jugs and bottles in the spring of 1991, officials soon learned that the sale value of all the plastic they could fit into a 42-ft. trailer was not enough to pay for the cost of transportation to the nearest market. Officials knew they either had to stop collecting or find a way to compress the plastic into bales.

Two local “old timers” - Herman Hovendick and Dick Lippincott - had baled hay and straw with stationary balers in the 20’s and 30’s before pickup balers came out in the 40’s. They told the county they could build a stationary baler for less than \$500 that would handle the plastic.

“We found a junked New Holland 66 square baler and removed the pickup, knotters, needles, pto, flywheel, and crank,” says Lippincott. “The bale chamber was turned 1/4 turn on the axle so the opening is at the top. A hydraulic cylinder was installed to drive the plunger with a log splitter detent valve to control it. Boards were made to separate the bales and to provide slots through which to insert wires.”

Power for the hydraulics comes from a 5-hp. electric motor running a hydraulic



Hovendick and Lippincott converted a junked New Holland 66 square baler into a stationary plastic baler.

pump. It worked fine the first time it was used but after a few weeks use the bale chamber started to wear and the bales got lighter. So the men took the compression springs off another old New Holland baler and added them to the unit. The two sets of compression springs now make the baler work fine, says Lippincott.

“Since 1991, more than 40 tons of plastic has been baled. The cost, including all hydraulics, electrical outlets and wiring, board, and electric motor overhaul, was less than the \$500 budget,” says Lippincott.

Contact: FARM SHOW Followup, Washington County Recycling Association, P.O. Box 266, Washington, Neb. 68068 (402 238-2341 or 402 426-5504).



“Tilter” tilts car up to 90 degrees. To set it up, you remove three wheels.

## “BETTER THAN AN OVERHEAD HOIST”

### Vehicle “Tilter” Makes Repair Work Easy

You’ve never seen anything like this first-of-its-kind vehicle “tilter” that lets you safely and easily tilt a car or pickup onto its side for mechanical work on the underside, to make it easier to do body work on the sides or top.

“It’s better than an overhead hoist because it lets you work in a comfortable position,” says Robert Baker, U.S. distributor of the German-built “tilter”. The device consists simply of three parts: Two rocker cradles and a rolling lift mechanism that’s powered by a 1/2-in. electric drill. You can use the “tilter” on any level surface and it’ll tilt a car up to 90 degrees (it’s recommended you go no further than 80 degrees with a pickup because they’re more top heavy).

To set it up, you must remove three wheels - front and back on one side and the front wheel on the other side. The two rocker panels go on one side of the car, held in place by two lug bolts on each wheel hub. The lifting device bolts to the front hub on the opposite side. Then you just attach an electric drill and turn it on. The vehicle is raised by lifting of the front hub, which slides upward attached to a bracket on the lift mast. Small neoprene wheels at the base of the lift mast roll outward as the vehicle raises up and the rocker cradles roll back.

“It’s fast and easy to use and can be used in a confined space. You can use it to raise up a car within a single car stall in a garage. No maintenance is required for the



Two rocker panels go on one side of car. Lifting device bolts to front hub on opposite side.

lift and all you have to remove from the car is the battery. There are no other problems with fluids leaking out,” says Baker. “Best of all, unlike hydraulic lifts, there’s no installation needed. You can use it anywhere and it lets you work on the vehicle standing up with the parts right in front of you, rather than overhead.”

Sells for \$1,495. Can be used on any car, pickup, or other 4-wheel vehicle up to 6,200 lbs.

For more information, contact: FARM SHOW Followup, Robert Baker & Egon Dangel, Vehicle Tilter, 1406 Lake Dr., Longview, Texas 75601 (ph 800 634-7205 or 903 663-0216; fax 903 663-6059).



Side view shows how rocker panels are held in place by two lug bolts on each wheel hub.