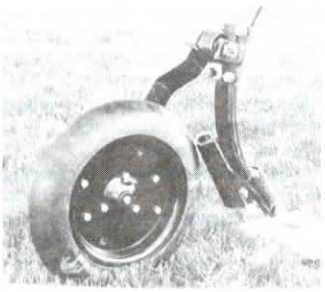
Spring-Loaded Packer Wheels Mount Behind Air Seeder Shanks

The down pressure spring and pivot point are together on this new bolt-on packer wheel assembly for air seeders, making it a compact and easy-to-mount unit that won't interfere with the trip mechanism on the shank, say farmers Rick Prosko and Jim Sowa, Rose Valley, Sask., who invented the new packer wheel for their own use when they couldn't find a suitable in-row packer for their air seeders. It worked so well, they're now gearing up to manufacture and market the packer wheel with the help of other family members.

The wheel assembly bolts quickly to the back of any shank with four bolts. Down pressure can be varied with a simple adjustment. The pivot point has just one moving part - a replaceable neoprene bushing. If the air seeder shank trips, the wheel won't strike the framework of the machine. A variety of wheels are available to fit varying field conditions and operations, including double wheel assemblies.

"A major problem with other add-on packer wheel assemblies for air seeders has been that the tripping action of the shanks breaks them off, either when they hit the cultivator frame or when they drop back to the field on top of the obstacle that tripped the shank in the first place," says Rick Prosko. "Our unit won't hit the frame of the machine when it trips and is designed so it won't be stressed when it drops back to the field."



Wheel assembly bolts to back of shank.

In addition to their own air seeders, Prosko and Sowa have had prototype packer wheels out on several other farms this year to work out any bugs before putting them on the market this fall. They're also interested in hearing from manufacturers or distributors.

Contact: FARM SHOW Followup, Valley Packing Systems, Box 383, Rose Valley, Sask. S0E 1M0 Canada (ph 306 322-4569 or 306 338-2718).

Fire Extinguisher Powered By Air Pressure In Tires

You'll like this new high-volume fire extinguisher that consists of a 30-gal. pressurized tank and a 50-ft. hose. "Lets you quickly put out fires before they get out of control using air pressure from one of your tires," says Neal Moyse, Riceton, Sask.

If a fire occurs, the 30-gal. galvanized steel tank - which is filled with water - is quickly pressurized by hooking it up to a quick coupler that mounts on the valve stem of one of the truck, tractor, or combine tires. Or, if machine has air brakes, to a quick coupler on the reserve air tank. The water hose stores on the side of the box.

"It has 10 times as much capacity as a conventional fire extinguisher and is right there when you need it," says Moyse. "The trick to putting out a fire is to extinguish it in its early stages. If you let it get a 5-minute lead you have no chance. The biggest conventional fire extinguishers have a capacity of only about 3 gal. and cost a lot to recharge. Our tank never needs to be recharged. You can adjust the nozzle to produce anything from a mist to a steady stream of water.

"When you hook the air hose up to a 90 psi truck tire it takes about 10 minutes to use up all the water. It takes a little longer on big combine tires that have only about 25 lbs. of pressure. The tank can also be pressurized by a spare tire or by an air compressor. We also sell surfactants that increase the ability of water to penetrate dense crop residue when putting out grass or stubble fires. The kit includes the tank, hoses, mounting brackets, and quick coupler air hose fittings. We can custom make brackets to fit any type of farm equipment."

30-gal. tank has 10 times as much capacity as a conventional fire extinguisher.

Sells for $325.

Contact: FARM SHOW Followup, Neal Moyse, Box 29, Riceton, Sask., Canada S0G 4E0 (ph 306 738-4432).

New Rotor Bars Made From Solid Chrome Alloy

"Chrome alloy rub bars and impellor wear plates for Case-IH axial flow combines cost much less than conventionally chrome-plated parts and last three times longer," says Lenny Hill, Hillco, Nezperce, Idaho.

Rather than chrome-plating the surface of high wear parts, the new parts are cast from a solid chrome alloy material.

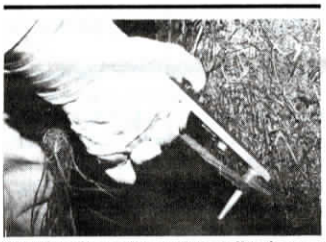
"Chrome-plated parts wear fine as long as you don't chip or wear through them," says Hill. "However, when the chrome surface is chipped or worn through, the softer metal of the original part immediately begins wearing and undercuts the remaining chrome surface, causing it to prematurely peel or break off. The part wears unevenly which reduces its effectiveness.

"Solid chrome alloy parts, when chipped, are just as hard below the surface as they are on top. There's no undercutting or surface distortion. On average, chrome alloy parts last three times as long as chromed parts and eight times as long as standard carbon steel parts. They're comparable in price to standard steel rub bars. The only disadvantage is that the hardness that gives superior wear characteristics also makes the bars slightly more susceptible to breakage if excessive amounts of rocks are added into the combine.

"Chrome alloy parts were developed several years ago after Mount St. Helens exploded. The ash from the explosion was so abrasive that it caused a new set of rub bars to wear out after only 350 hours. They've been sold on a limited basis in the Northwest but are virtually unknown elsewhere."

Hillco's rub bars and impellor plates are designed for both standard and specialty rotors.

For more information, contact: FARM SHOW Followup, Hillco, 107 First Ave., Box 399, Nezperce, Idaho 83543 (ph 208 937-2461 or 800 937-2461).



Tool's hook can be used to pull twine out from under bale.

Twine Ripping Tool For Big Round Bales

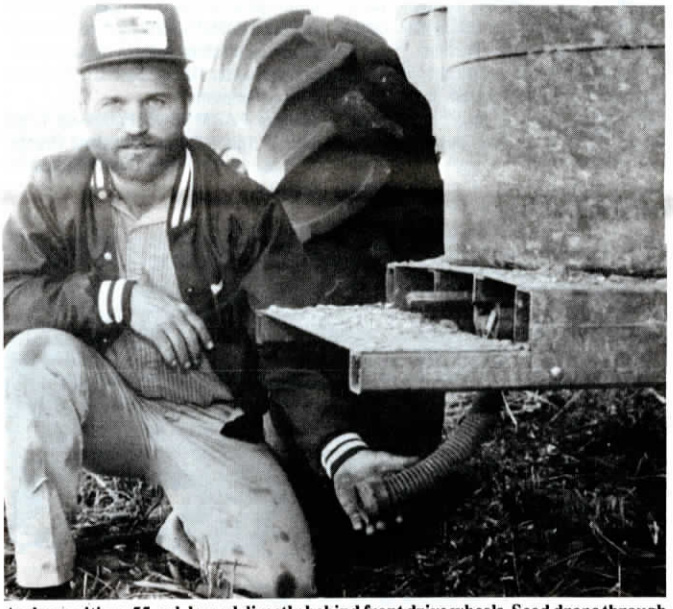
Cutting twine off round bales can be a frustrating and time consuming job. The "Twin Ripper" makes it a lot easier, says inventor Martin Grajczyk.

The new tool combines a retractable blade with a hook that's used to clear away snow and ice and to dig out buried twines. Once you cut the twine, you can wrap the loose end around the hook and use it to pull the twine out from under the bale. Handle is big enough you can grab onto it with two hands.

"It's safer and easier to use than any bale knife I've ever seen," says Grajczyk. "It's made from an aluminum alloy so it's lightweight, strong, and won't rust. You can use it without ever taking your gloves off. The reversible utility blade is made from high carbon steel and can be replaced at any hardware store. Twenty farmers tested the tool for me last winter and they never broke a blade so you won't have to be replace it very often. It's sharper than a jackknife or a sickle section and is retractable so it won't get dull if you drop the tool on the floor."

Sells for $40.

Contact: FARM SHOW Followup, Martin Grajczyk, Hired Hand Industries, Box 190, Mortlach, Sask., Canada S0H 3E0 (ph 306 692-7029).



Andre positions 55-gal. barrel directly behind front drive wheels. Seed drops through rubber tube into wheel tracks and is worked into soil by lugs on rear tires.

He Seeds Rye While Running Combine

"It provides a cover crop in my controlled traffic lanes and reduces soil erosion caused by wind. It also dries out the traffic lanes, making it easier to plant in the spring," says Nate Andre, Wauseon, Ohio, who mounts a pair of 55-gal. barrels, fitted with metering units off a Great Plains drill, behind the header on his International 1460 8-row combine, allowing him to seed a row of rye into each combine wheel track as he harvests.

Andre positions the 55-gal. barrel directly behind the front drive wheels. A metering unit mounts at the bottom of barrel. They're operated by 2-speed electric windshield wiper motors. Seed simply drops through a rubber tube into the wheel tracks made by the front tires and is worked into the soil by the lugs on the rear tires.

"Normally we seed rye only into soybean stubble because there's not as much residue and because the rye helps keep nitrogen produced by the soybeans from leaching out of the soil," says Andre, who farms with his brother Paul. "We seed about 1/4 to 1/8 bu. per acre. Each barrel holds about 8 bu. of rye.

"We've been using a controlled traffic program for the last eight years. Except for a lime truck, all our equipment has tires spaced 120 in. apart. There's one traffic lane every 10 ft. so we drive over only about 15% of the field. Controlled traffic lanes reduce soil compaction and eliminate the need for deep tillage."

In the spring, rye is mechanically cleaned off the rows and knocked out of the middles.

Contact: FARM SHOW Followup, Nate Andre, 13529 Co. Rd. L, Wauseon, Ohio 43567 (ph 419 337-0406).