

Cody greets friends and customers who come to my ranch to buy buffalo meat or just to visit. Any of your readers who are in the area are welcome to stop by. **(Mike Fogel, Buffalo Gal, Rt. 1, Box 72, Houston, Minn. 55987 ph 507 896-2345; fax 2284; E-mail: buffgal@means.net; Website: www.buffalagal.com).**

I recently built a couple of fun projects from scrap material out of my junk pile. Many people have stopped by to look and take photos, and I thought perhaps your readers would enjoy a peek at them.

**Helicopter:** The helicopter is 6 ft. high, 14 ft. long, and has a 10-ft. long main blade and 20-in. rear fan blade. The wind



actually turns both blades. Of course, the helicopter doesn't fly but I do pull it in parades. It looks real. I got the idea to build it after I sold a 36-ft. dia. grain bin which left a large round cement pad. It looked like a helicopter pad to me.

**Lighthouse:** It's made from a 5-ft. long piece of 13-in. dia. PVC pipe. I cut holes in the pipe for windows and put a light



inside. A plastic pail sits on top, with holes cut out of it to provide the effect of a blinking warning light (a timer is connected to the light). The lighthouse sits in our front yard and really looks great. We haven't had a single boat run into our trees ever since I put it up. **(Vince Kremper, 498 190th St., Dakota City, Neb. 68731 ph 402 987-3560).**

A mailbox bolted to one of the legs on our 500-bu. hopper bottom grain bin serves as a handy place to keep our



grain moisture tester. Grain is delivered from a dryer into the bin. It's unloaded out an auger at the bottom of the bin and into a grain cleaner. From there it's pneumatically delivered into a 10,000-bu. bin. I use the tester to check grain moisture every time a new load of grain is loaded into the bin. Not only is the tester always within easy reach but it's out of the weather, too.

Right next to the mailbox is another handy item - a signal horn that lets me know when our 5,000-bu. wet corn holding tank is almost full. I bought the 120-volt horn cheap from our local phone company. It's wired to a microswitch in-

side the tank, about 30 in. below the roof. When the horn sounds I know there's room for one more semi load of grain in the bin. The advantage of using a horn alarm is that it works day or night, unlike alarms that use a color change which you can't see at night. **(Bruce Elliott, Elliott Brothers, 19477 N. 400th St., Montrose, Ill. 62445 ph 217 924-4350)**

When our grain leg blew down 1 1/2 years ago we rebuilt it and at the same time replaced the original steel buckets with plastic ones that measure about 7



in. high by 10 in. wide. We bought them from a local company that sells components for grain legs and fertilizer plants, etc. The plastic buckets are corrosion resistant and are usually used by fertilizer companies. They were priced comparable to steel buckets. The only problem is that if they get bent you can't beat them back into shape like steel ones. We also bought a new set of belts to support the buckets. **(Clair Wilson, 132 Hillview Rd., Winchester, Ill. 62694 ph 217 742-3809 or 3918)**

We think our new SprigLeader No-Till Bermuda grass sprigger is the most innovative breakthrough in sprigging tech-



nology in years. It's designed to plant Bermuda grass, Zoysia, Perennial Peanuts, Mints, St. Augustine and all other rhizomes into existing vegetation with no need for ground preparation. The rig uses a coulter to cut the sod, and that's followed by a subsoil shank that breaks up compaction. A sweep mounted behind the subsoil shank undercuts the sod and opens the furrow, lifting a flap of sod. The sprigs are dropped into the opening and then covering discs move the furrow back into position. Rubber tires pack and firm the sod around the sprigs.

The sprigger is available in 2, 3, 4 and 8-row models and has a 70 to 250-cu. ft. sprig capacity. **(Ron Leader, Grass Roots Engineering, 1044 Spruce Drive, Seneca, Mo. 64865 ph 417 776-1519)**

I put a phone in my garage. The problem was that every time it rang I didn't know if it was for me or for someone in the house. My wife came up with a good idea. We went to a local building store and bought a wireless doorbell. Then I mounted the button by the phone inside the house and mounted the ringer in the garage. Now when the phone call is for me, my wife simply pushes the doorbell button by the phone which tells me the phone is for me. Cost was only about \$12, including batteries, and we didn't have to install any wiring. **(Jonathon Hinz, 1442 - 9th Ave. S., Fargo, N. Dak.**

My combine's not completely fire proof yet, but there's less chance the engine on my International 1460 will ever cause a fire since I installed a dry-powder fire extinguishing system in the engine compartment.

Race cars have a system that sprays powder on their engines if they catch fire and I figured the idea would work on a combine, too.

I spent some time investigating how dry powder fire retardant systems are installed and concluded I could put something similar on my combine without interfering with the way it operated.

I visited with a fire prevention systems specialist in Des Moines and came home with a used canister to hold the powder, a smaller canister to hold a charge of compressed carbon dioxide (CO2), a supply of dry powder and some hurricane nozzles to spray it from. In all, it cost me about \$50 in materials, and that includes \$30 for the powder canister.

I mounted the powder and CO2 canisters just outside the door on the combine. From the powder canister, I ran steel gas pipe and braided steel flexible pipe back to a T joint in the engine compartment. From there, I ran equal lengths of pipe which are each fitted with a hurricane nozzle. With these two nozzles, located on opposite sides of the compartment, I can spread the dry powder evenly over the engine and knock out any fire that might occur there.

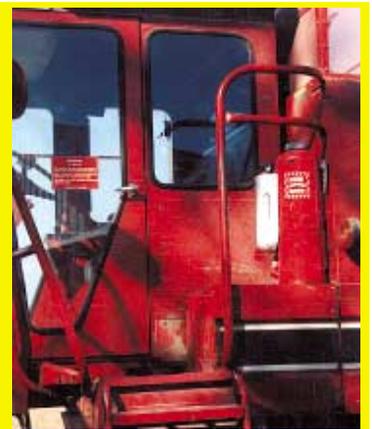
The canister for the dry powder looks like a fire extinguisher. The CO2 canister mounts on the powder container. To pressurize the system and blow powder back onto the engine, all I need to do is pull a pin - like you'd do in a fire extinguisher - and push down a lever that punctures the seal in CO2 container. If the engine should catch fire, I can do this

**58103 ph 701 237-5535; E-mail: JSCHinz@Juno.com)**



I'm sending you a photo of an amazing sunflower that grew wild last summer in my garden. It had 24 heads on it. I don't know how it got there or why it had so many blossoms, but it has caused a lot of interest in our area. I'm 86 years old and I enjoyed it when the local paper did a story on this unusual sunflower. **(George Komar, Box 143, Sturgeon Lake, Minn. 55783 ph 218 372-4040)**

My 1974 GM single axle, 2-ton grain truck was originally equipped with four 8.25 by 20 dual tires. When one of the tires went bad I decided to save money by making use of a pair of 9.00 by 20 tires that I already had. I installed one 9.00 by 20 tire on the inside on each side of the truck. Even though the tires are now mismatched it hasn't been a problem. It was a cheap fix for an old truck, which I use mainly to haul grain to our local elevator. I put only about 300 miles a year on it. My truck can haul about 8 tons of grain. When the truck is full, both tires contact the ground to support the



quickly after I leave the cab before I climb down from the platform. It should only take a couple of seconds.

Any business that sells fire fighting or safety equipment should be able to supply the materials needed. I was able to find used equipment easily, so I'm sure there's probably a lot of it available.

Both canisters - powder and CO2 - are refillable. I can refill the powder canister myself, but will need to have the CO2 canister refilled and sealed by an expert, at a minimal cost.

It took only about an hour to mount the canisters and run the lines, and most of that time was spent measuring and figuring angles to locate the pipe and the nozzles. The pipe is fastened in place with hose clamps, so all I needed to install it was a screw driver and wrenches to put the pipes together. **(Arvin DeCook, 9658 Hwy F 62E, Sully, Iowa 50251 ph 641 594-3438)**

load. However, when the truck is empty the smaller outside tires don't even contact the ground, which reduces wear on them.



My friend Mark Madson took the photos. **(Mike Peters, N330 Co. Trunk K, Sharon, Wis. 53585 ph 262 736-4515)**

This John Deere tractor display was made by my husband Marvin, who joined our local Antique Tractor Club last year.



We don't own a tractor so Marvin made his own display. I found the tricycle at a yard sale. He took it apart and repainted

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