



Photos courtesy, Ind. Prairie Farmer

Corn in photo at left was planted conventionally. Photo at right shows open space between rows of "sideways" planted corn.

LETS IN MORE LIGHT FOR BIGGER YIELDS

New Way To Plant Corn

"Most farmers have never heard about this but it really works" says plant breeder Kyle Smith of Beck's Hybrids who amazes visitors to his seed plots in Atlanta, Ind., with his "sideways" corn plots.

Smith has discovered a way to plant corn so that leaves run with the rows rather than across them, which lets more sunlight strike the plant. He runs side-by-side comparison plots. In the conventionally-planted rows, leaves intertwine between rows so thickly you can't see daylight when you look down between the rows. In the sideways-planted rows, only a few leaves poke out between rows and you can see a big patch of sky down at the end of them.

How does Smith make the corn plants grow sideways? The trick, he says, is how you place the seed in the furrow. If corn is planted in rows

running north and south, and you face the flat sides of the seed east and west with the tip down, leaves will grow toward the middle of the rows. But if you turn the seed 90°, with the flat sides facing north and south and the tip down, the leaves will be oriented north and south and stay within the row.

"We haven't done any yield checks yet but the effect is like that on outside rows which get more sunlight and have been shown to yield 40 to 50 bu. more per acre," says Smith, who notes that so far as he knows no one has ever built a planter that'll plant seeds so they're all facing one direction. He plants his experimental plots by hand.

For more information, contact: FARM SHOW Followup, Kyle Smith, Beck's Hybrids, Rt. 2, Atlanta, Ind. 46031 (ph 317 984-3508).



Butch Uhnken says combining at an angle virtually eliminates header clogging and allows the entire sickle to cut.

"Angle Driving" Makes Beans Easier to Combine

Illinois farmer Butch Uhnken, of Jacksonville, combines all of his soybeans at an angle to the rows. The unorthodox approach provides several key advantages, says Uhnken.

He plants soybeans in 36-in. rows and cultivates twice with a tine cultivator, which creates a slight ridge in the bean rows. "By driving at an angle, loose plumage along the header tends to drop between the

rows so that clogging is virtually eliminated," Uhnken notes. "Another advantage with angle-driving is that the entire sickle bar is always cutting — not just the few sections where the rows are.

"I think angle cutting would work well for all row widths. Because of the angle, the rocking motion of the combine as it moves over the rows doesn't create any problems."

FARM SHOW

"Best Ideas"

Editor's Note: Have you got a "best idea" you'd like to share with FARM SHOW readers? It might be a new wrinkle in cropping, livestock, machinery or whatever. Maybe it's still experimental but looks promising. Or, maybe you've already proven it works. We'd like to hear about it. Write to: Best Ideas, c/o FARM SHOW, P.O. Box 1029, Lakeville, Minn. 55044.



What looks like holes in the wall are actually tires that pressed up tight against the forms when pouring concrete and now show through.

Rubber Tire Building

Old car tires make great building blocks when combined with concrete according to a Ruffin, S. C., farmer who came up with a way to use tires for building and made a storage shed using the technique.

Essentially what Halbert Dantzler did was to build forms for concrete walls and then fill the walls with old tires, stacking them on their sides. Then he poured concrete into the forms, submerging the tires.

"It makes a strong, thick wall that requires less than half the concrete you'd need to make a wall without the tires. And, this wall will last longer without deterioration because of the strength of the tires holding them together," says Dantzler, who has accumulated a stack of some 200,000 discarded tires on his farm.

To build his shed, Dantzler first poured a footing at the base of the

proposed walls of the building. Above the footings he built wall forms, which he says should be an inch or so wider than the diameter of the tires you're planning to use. (He used 13-in. car tires which are about 28 in. in dia., so his walls are 30 to 32 in. wide.) Then he stacked the tires inside the wall forms flat on their sides with every other row overlapping. Then he poured in the concrete.

"If you order the cement a little wetter than normal it'll find its own level and fill every hole and crack on its own without packing," says Dantzler, who poured 6-ft. high walls for his storage walls on top of which he anchored the roof.

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