

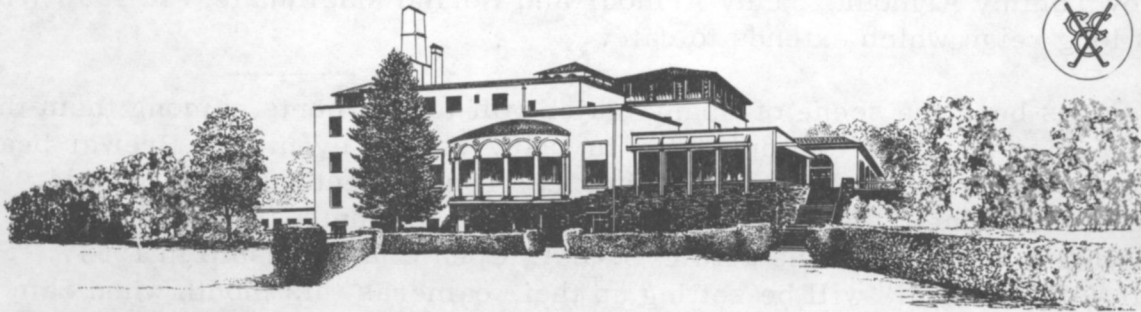


MID-ATLANTIC News Letter



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NEXT MEETING

The May 2nd meeting of the Mid-Atlantic Association of Golf Course Superintendents will be held at the Congressional Country Club in Bethesda, Maryland. The course will be open for play at 12:30. The social hour will be from 5:30 to 6:30 p. m. with dinner following. The guest speaker will be Mr. Jack Naye from "Shell's Wonderful World of Golf".

Reported by George B. Thompson



OUR HOST

Frank Haske has been an active member of the Mid-Atlantic G. C. S. A. for many years. He has a complete and varied background in turf management. Prior to assuming his position at Congressional, he was a sales representative for G. L. Cornell, a construction superintendent for Russel Roberts, and green superintendent at Washingtonian Country Club in Gaithersburg, Maryland.

Frank is an excellent organizer. He was chairman of the Ladies' Program for our National Conference this past February and he also heads up our annual Ladies' Night. He has been a Mid-Atlantic Director for the past five years. Frank's son is a freshman turf management major at the University of Maryland.

Like many of us assuming superintendent's positions at old, well established clubs, we also inherited an old, well established *Poa annua* golf course. This is one of Frank's pet pieves, *Poa annua*.

THE CLUB AND GOLF COURSE

Congressional was founded in 1922 and the course was built in 1924. The first club president was the Honorable Herbert Hoover. During World War II the club was taken over by the Department of the Army O. S. S. from 1942-1945.

The original 18 hole course was built by Devereaux Emmett. Another nine was constructed in 1957. The country's leading architect, Robert Trent Jones, revamped the front nine in 1961. Congressional's first professional was Jimmy Crabbe. He was followed by Tommy Armour, Sandy Armour and Roland MacKenzie. In 1938 Wiffy Cox began his long reign which extends to date.

The course has been the scene of many major golf tournaments, among them the U. S. G. A. Junior Amateur Championship in 1949. In this event Gay Brewer beat Mason Rudolph in the finals. The P. G. A. Celebrities' Tournament followed in 1954. In 1959 it was the scene of the U. S. G. A. Women's Amateur Championship. The big event of Congressional's history was the 64th U. S. G. A. Open Championship in 1964. "Shell's Wonderful World of Golf" will be setting up their cameras this month when Sam Snead will play Roberto De Vincenzo.

MAINTENANCE PRACTICES

Congressional covers 286 acres. The greens on the big 18 are C-1, C-19. C-19 Bent was founded by Ruben Heines on #5 green of the middle nine. They are fertilized with 7-9 lbs. of N per year.

Greens on the middle nine are over 40 years old and consist of Washington and Metropolitan Bent. Poa is also present.

Fairways are Poa and Bermuda mowed at 3/4" three times a week. An extensive sprigging program is underway. Frank planted a 60,000 square foot nursery to Tufcote Bermuda. From this, he intends to convert all fairways. He also has an 18,000 square foot Penncross nursery.

There are two heights of cut on Congressional's rough, an intermediate rough is cut at 1-1/2" with a 5 gang and the regular rough is clipped at 3 inches.

Fairways on the big 18 are irrigated but no fairway irrigation on the middle nine.

DIRECTIONS TO CONGRESSIONAL

From Baltimore - Baltimore-Washington Expressway to Capital Beltway Route 495. Proceed South on Beltway to River Road exit, then West 1- 1/2 miles toward Potomac, Maryland.

From Virginia - Use 495 North to River Road exit, proceed West toward Potomac, Maryland, 1-1/2 miles.

PRESIDENT'S MESSAGE

by Angelo Cammarota

As we approach the period of the year when we must apply the many diverse skills of our profession, the increased demands on our time to execute the varied duties of the spring season will leave us very little time to keep up to date in "current events". We will have to be content with what we were able to absorb from our long periods of reading this past winter.

There are many parallels that may apply to us from some of the news items from industry and big business. Diversity - to diversify - was the trend not too many years ago. With the government anti-trust laws, many large companies invested in the new industries of plastic, computers, electronics and aviation to avoid government law suits of monopoly which were possible had they invested in their own field. The year 1966 was the year we heard of the merger of large companies for many obvious reasons, like the large tobacco company and one of the leading chewing gum producers. A leading figure in education, Lawrence A. Cremin, referred to 1966 as the year of the merger and their profound influence on the character and the content of school and college programs. A few such mergers were: R. C. A. - Random House Publishers; C. B. S. - Creative Playthings Education Material; 3M Corporation-Newsweek; The Xerox Corporation-Wesleyan University Press, and G. E. - Time, Inc.

What was significant about these ventures, all were interested in the production of educational materials. Why had they been launched? The answer is to meet the growing need in the modern methods of teaching, programmed instruction materials, and electronic teaching machines.

The modern child will not be using "McGuffey's Reader" or the "New England Primer" for two or three years. In the same amount of time, he will be able to more than triple his progress by the use of automated teaching machines and many other audio-visual methods.

The first teaching machine was conceived by Professor Sidney Pressey, Ohio State University, in the 1920's and new interest was revived in the 1950's by Professor B. F. Skinner at Harvard University. Both Pressey and Skinner's method were based on the "Psychological Principles of Reinforcement" which maintains that the learner tends to make habitual those behaviors that are rewarded. Skinner's technique is a series of questions presenting certain facts. The initial ones are simple, the subsequent ones become more complex. The correct answer permits the student to proceed to the next question, thus rewarding the student. An incorrect answer holds up the progress until the correct one is selected.

The crucial problem with the use of the machine was not in its construction but in the development of the sequence of questions leading the student through the information and concepts they needed to learn. Most all of the initial machines were poorly programmed. The equipment was ahead of and more rapid than the progress in the quality of the educational content in the programming.

Here's where I draw the parallels: a) the golf cart replaces the caddie, b) automatic irrigation replaces manpower, c) technology often fails in its first attempt to solve our problems, d) equipment is sometimes ahead of a good program for their use.

Diversify: We must look for more modern methods and equipment to replace labor. The well educated youth does not want any part of manual labor. We can look for the development of an efficient system to inject fertilizer, herbicide, and fungicide through the automatic irrigation system or we may have to be drastic enough to think about grass retardants in the roughs, synthetic grasses for the tees, or perhaps a robot might solve our labor problems and finally, the "Psychological Principle of Reinforcement".

We all enjoy rewards in every field of endeavor, and we certainly need reinforcement!

Good luck to you this season.

POSITION OPEN

An opening has been announced for a superintendent at the Virginia Wildlife Club, an 18 hole private company course, at Fredericksburg, Virginia. Salary open. Superintendent to start immediately to supervise construction of the course. Those interested please contact: Mr. Wesley Butler, P.O. Box 631, Springfield, Va. or telephone, 703-451-6700.

EDITOR'S NOTE

Many and varied questions are asked of Bob Shields in regard to flying and we thought you would be interested in "flying along" with him in a small plane on a recent trip. He and Tony Marlowe flew to the Augusta National Golf Course, the site of the 1967 Masters.

A TRIP TO AUGUSTA

by Bob Shields

At the Washington Conference Frank Haske and I met John Graves, Golf Course Superintendent at the Augusta National Golf Club. Being the southern gentleman that he is, John extended an invitation to us to visit Augusta during the tournament in April.

From that point on we started to make plans by checking with our Greens chairmen for club approval to be away from the job. Next step was to reserve the airplane for those three days and ask others whom we thought might like to make the trip with us. The first to accept was Tony Marlowe, Golf Professional at Woodmont and Eddie Ault, local golf course architect.

With the passenger list complete, we secured new sectional flight charts from the Aircraft Owners and Pilots Association in Bethesda and spent our days bringing our golf courses into play and nights going over the charts doing pre-flight planning for a cross country flight in a small airplane.

We had already decided that we did not care to see the actual tournament. We knew that we could see more of the golf course and talk to more player participants during the practice rounds the three days preceding than we could during the tournament. Also, it was easier for all of us to get away from the club the first part of the week than the latter when more members are out for the weekend.

As the scheduled departure date approached the passengers began to cancel. Eddie found that his golf course jobs had him tied down and Frank learned that he had to attend an important meeting of club officials planning for a T. V. tournament that was to be filmed at Congressional. Bert Yingling said he would like to go, but a severe cold at the last minute kept him at home.

Scheduled take-off time was 4 p. m. Sunday, April 2, in perfect flying weather. We were airborne and on a 196⁰ heading south over Woodmont at 4:05. We called Washington area radio and requested that our flight plan, which we had filed by telephone earlier, be activated as of 4 o'clock and Tony and I were on our way. At 4:30 we were over Brooke vortac, an air navigation radio station east of Fredricksburg, our first checkpoint. The next one was Flat Rock vortac on Victor 3 air lane, 30 miles west of Richmond where we reported our position, altitude, heading and destination to the Federal Aviation Agency so they would know where we were and what progress we were making on our flight plan. We were right on the time schedule since we had allowed for an 18 mph head wind during

this 109 nautical mile leg which we covered in 56 minutes. This is very close to our 120 mph true air speed, less the head wind.

We used a flight plan on this trip. Although a flight plan is not required by regulations, we thought it best to file since it is such a simple and easy thing to do. All that's necessary is to phone FAA on their Rockville number and give the following information:

Type of Flight - VFR or IFR (visual or instrument flight rules)

Aircraft identification number

Aircraft type, true airspeed, proposed departure time, cruising altitude, point of departure, route of flight, destination, estimated time enroute.

Destination, estimated time enroute.

Fuel on board in hours of flying time. Pilot's name, aircraft home base, number of people aboard, color of aircraft and stations along the way where pilot will contact the FAA.

Another reason for filing is in case of a forced landing the area of search is greatly reduced and help could arrive much faster. For instance, if we failed to report over a flight watch station, FAA would assume we never reached that point and if all radio efforts to locate failed, then search and rescue procedures would be put into effect within an hour.

It was good to know that other people were available to assist us should we need help.

The next check point was Chase City, N. C., 56 nautical miles southwest of Flat Rock radio. There is no radio navigation station at Chase City, but our DME (distance measuring instrument) in the plane told us when we were 56 miles from Flat Rock radio. Using our two radios tuned to different VOR stations in the vicinity and taking cross bearing references, we could determine our exact position on the flight charts. A new heading and 29 minutes later we were reporting our position as being over Raliegh-Durham airport at 6500 feet on a VFR flight plan from Gaithersburg, Maryland to Florence, S. C. via Victor 3 with ETA at Florence at 7 p. m.

At Raliegh we were two hours from Gaithersburg, one hour from Florence. The sun was still visible but soon dropped below the horizon line and we couldn't see much of the golf courses in the Pinehurst-Southern Pines area as we passed over at 6:30. About this time I think Tony, who had said he didn't like to fly, was mentally planning a future trip to Pinehurst for a round of golf on one of Henson Maples' famous courses. The next half hour of our trip was in complete darkness, but visibility was very good and we could see the lights of Florence from 30 miles out. Over Bennettsville we tuned in Florence radio and told them we were 25 miles north on Victor 3 at 6500 feet and would be landing at Florence in 15 minutes. We then cut the engine power and began the letdown procedure. Florence gave us the local wind direction, the altimeter reading, informed us that runway 25 was in use and told us of other aircraft in the vicinity. We then knew the field elevation, that we would have a slight cross wind from the right, that we must be on the lookout for other aircraft and that we must be on a heading of 250° as we come in on final approach for the landing. Everything went perfect and we chalked up another flight that had proceeded exactly as planned. Florence was just 3:05 hours from Montgomery County Airpark and although this time does not compare with commercial airline time, it sure beats auto travel time.

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Florence, S. C. has some of the friendliest and most accommodating people we have ever encountered on our many cross-country trips. As we approached the field from 5 miles north, the FAA radio operator asked if we planned to stay overnight. An affirmative answer and the information that we had reservations at the Downtown Holiday Inn under the name of Marlowe resulted in having a Holiday Inn courtesy car waiting for us by the time the gas tanks were topped off and Cherokee 9413 J was safely parked in the hangar. The FAA people had called Holiday Inn for us. The fixed base operators, Jimmy Powers and his wife, had monitored our radio conversations and waited to be of service to us before closing for the day. On the return trip they insisted we take their car into town to have lunch. You meet the nicest people while flying in private aircraft.

By 9 p.m. we were safely in the motel, had called home, had had a cocktail period and were eating southern fried chicken in the dining room.

At 7:30 next morning the courtesy car took us back to the airport and after a check with the aviation weather bureau there we were off on an easy pleasant flight to Augusta. Ceiling and visibility were unlimited and by 9 o'clock we had covered the 128 miles in spite of a headwind which reduced our ground speed by about 10 mph.

On approaching Bush Field the radio conversation went like this: Augusta Tower this is Cherokee 8413 Juliette, over. This is Augusta Tower, go ahead 13 Juliette. 13 Juliette is 5 miles northeast at 3000 feet, landing at Augusta, over. The wind is South southwest at 10 favoring runway 25, altimeter 3004, no reported traffic, 13 Juliette cleared to land runway 25, right hand traffic pattern, over. Runway 25 right, 13 Juliette, Roger.

We are on the ground and while still rolling ask the tower to cancel our flight plan, then tune to 121.9 for taxi instructions from Ground Control on how to get to fuel and tie down. The line boys signal us to a parking spot and as we step out on the "Welcome to Augusta" red carpet, we notice that we are along side Arnold Palmer's two engine private jet and Tony says "Why couldn't I have been a better golfer, so we could go by jet?" "My answer was" This is fast enough. I always hate to see the destination airport appear in the distance for that means I'm going to have to quit flying."

Our motel was right on the airport, so we registered, rented a car, made a tour through the E-Z-Go golf cart factory with Dick Lemon, said hello to Bev and Bill Dolan, then went on to Augusta National. Tony called the Golf Professional, Bob Kacki and I called John Graves who came to the gate to meet us. John and Bob were busy so we toured the golf course alone and saw some famous golfers and some beautiful fairways. Tony knew many of the golfers, but beautiful fairways are strangers to me - I don't see them very often. I came home with the determination to over seed Woodmont's Bermuda grass fairways this coming fall to see if we can come up with something that would compare with what John has at Augusta.

I do not own an airplane (Russell Roberts does), but I do belong to a flying club which owns two. The planes are owned by all the members and the club operates similarly to a golf club that is owned by members who like to play golf. In this flying club, a member pays an initiation fee which represents his equity in the planes, then pays monthly dues to pay off the mortgage, plus \$8.00 per hour for each hour he flies. The round trip to Augusta took 9 hours flying time and cost a little more than it would cost by automobile, but it was much more fun and much safer. We are ready to go again.

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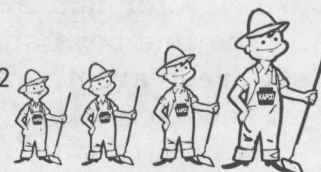
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