New For Unlighted Landing Strips

A reflector system has made night landing safe on unlighted air strips. For the aerial applicator, the flying farmer sod producer, and others who operate from unlighted private fields, the new system promises the extra flying hours often needed.

Developed and sold by Janox Corporation, Arcanum, O., the new system consists of runway and boundary markers. Runway markers are red, boundary markers green. Reflective material for each type is specially produced for Janox by Minnesota Mining and Manufacturing Company. A complete system, consisting of 20 markers which will light a 2000-ft. strip costs the operator exactly $262. Additional markers for longer landing strips are available at the prorated cost per unit. Besides runway and boundary markers, Janox makes available a Z-type power line marker which is of the same reflective material and is hung on power lines near strip approach zones. Obstacle markers to be used at ground level are also available. Markers are set at 300-ft. intervals. Recommended strip width for lane of markers is 150 ft., though they are being used at 200 ft. in some cases.

For locating the strip at night and making the approach, a 150-watt yellow bulb has been found adequate to spot the strip. This assumes, of course, that the strip is in an open area. Otherwise, a rotating beacon light is needed.

Landing light equipment on (Continued on page 31)
Poa annua, an annual reseeding bluegrass declared noxious by several states, is a troublesome weed in lawns and turfs. It has very erratic growing habits (rapid growth in cool weather and quick disappearance in hot weather). Scattered infestations show up as rough dry patches of dead grass by middle summer in otherwise green lawns and golf courses. All of the new South Dakota certified seed is guaranteed free of noxious weed seeds.

Cleaned seed will not be tagged until each lot is completely processed, Colburn says. During the cleaning process, pint or 200-gram representative samples are taken. Lot volume is restricted to a maximum of 10,000 pounds. The lots will also be spot sampled before the South Dakota Crop Improvement Association seal and tag are affixed. Approximately 8,451 acres were certified in South Dakota this year, Colburn says. Seed may be obtained from the S.D. Bluegrass Assn., Box 873, Huron, S.D.

New Bermudagrass Released
By Clemson University

A new bermudagrass has been released by Clemson University, Clemson, S.C. Known as Pee Dee 102, the new grass is a fine stemmed type which is expected to be useful on lawns and golf greens.

John B. Pitner, Clemson agronomist who did the selection and testing, reports that the grass is a mutation from an early South Carolina planting of Tifton 328. He made the selection from turf on a Florence, S.C. golf course.

Pitner says that the new bermudagrass is darker green in color, gives coverage more quickly, and has added disease resistance. It has fewer seed heads following stress conditions, and less upright growth than the parent Tifton 328 variety. Pee Dee 102 is completely male-sterile and does not produce viable seed. Grass is increased by sprigs.

Vegetation propagating sod is available at the Pee Dee Experiment Station, Florence, S.C., and at the Sandhill Experiment Station, Pontiac, S.C. Application to receive this sod must be made to the South Carolina Foundation Seed Association, Clemson, S.C.

Shade Tree Symposium Set
For Penn State University

A 3-day symposium on shade trees has been set for Feb. 7-9 at Pennsylvania State University, University Park, Pa. This will be the third annual event of this type held by the University and the Pennsylvania-Delaware Chapter of the International Shade Tree Conference.

Dr. J. Robert Nuss, Extension Ornamental Horticulturist at Penn State, says formal sessions will include plant selection, air pollution, shade tree commission problems, and tree care. Program plans center on problems of community officials, shade tree commissioners, civic groups, garden clubs, nurserymen, arborists and citizens interested in trees.

Reflector Landing System
(from page 19)

The plane is normally adequate for use with the system. The 100 watts at 12 volts which is considered the minimum needed for aircraft will pick up the reflectors well over 1 mile from the strip. The 200-watt units which are found on most aircraft pick up the reflectors 2 to 2 1/2 miles out. Slight fanning of the rudder enables the plane light, once the pilot is in the approach zone and within range, to pick up the reflector lanes.

Lights on the plane have to be of the clear lens type, rather than the prism lens found on some planes. Lights also need to be set at a 7° approach angle to match the 7° angle of the marker mountings. This angle is standard on most planes, but adjustments must be made on the Cherokee and Piper Tri-Pacer, as well as a few other types.

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