

# Flood

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also submerged.

In Texas, the Dallas-Fort Worth area bore the brunt of Mother Nature's torrents.

Running water washing out greens, bunkers and fairways was a major problem in both areas.

Removing silt deposits without severely scouring the grass was another. The residue at Dallas' Royal Oaks Country Club was removed with hoses or dragged off with rubber scrapers pulled behind tractors.

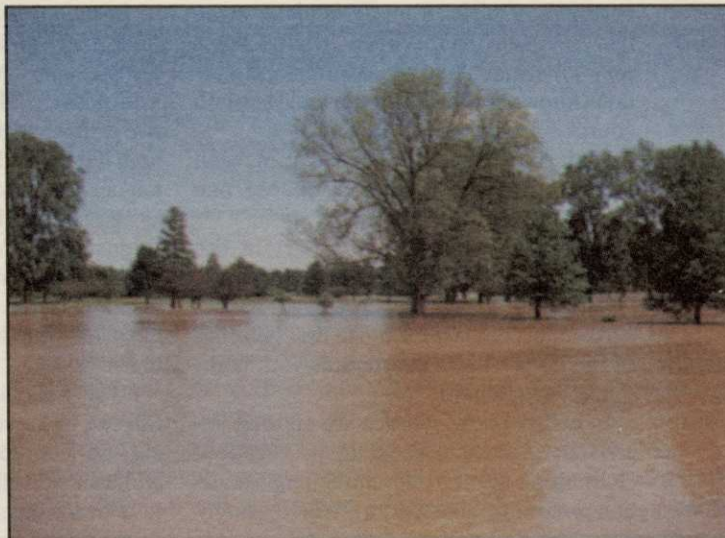
"Removing the silt has been the biggest job. We've had a crew of 28 working about 80 hours a week

since April 14," said superintendent Ken Small.

In Arkansas, Wade said: "I don't see how they could play on those courses before late next week (around May 20). It could be June before some of the holes are functioning again.

"The greater Little Rock area seemed to get hit the worst. What hurt us is all the rain they got in Oklahoma. There was a deluge there and it all washed down the Arkansas River to us."

Coupled with the December freeze that caused severe winter kill at courses throughout the state, Wade said this winter and



Flood waters cover the fairways at Rebsamen Park Municipal Golf Course in Little Rock, Ark.  
Photo by Tanga Dreher

spring have been "the most devastating time I can remember" for the Arkansas golf industry.

At Maumelle, head pro Jim Motl said there was little course superintendent Mike Schubert and his crew could do to stop the rising waters.

"We're right on the river bottom," Motl said, shortly after the waters started to recede. "The grass is still green. But there is water flowing over the 10th green and the bunker behind it. You can see there is going to be some damage there."

Rebsamen superintendent George Earls said this was the worst flooding he'd experienced since 1957 when the course lost a

half dozen greens and fairways.

"The only reason this wasn't as bad was because of the dams we have today," said Earls, now in his 35th year at Rebsamen.

"This was just a wild river back in 1957. We lost 10 to 15 acres a day back then and had to rebuild everything."

Despite the advances in river control technology, Rebsamen still suffered extensive damage. Earls, whose nearby house was also submerged, doesn't expect the course to be playable until sometime in June.

"We got hurt real bad. There was three to five feet of water on the course. It left a lot of sand, especially on the front nine, that

we'll have to remove. It seared some of the greens and fairways."

North Texas Golf Course Superintendents Association President Jim Anderson, superintendent at Witchita Falls Country Club, said, "You couldn't see the top of the flag sticks at some courses in Dallas."

Courses along the Trinity River and White Rock Creek were the worst hit, said North Texas GCSA Vice President Pat Jones, head superintendent at Dallas' Shady Oaks Country Club.

Among those he listed were L.B. Houston and Royal Oaks country clubs in Dallas, Rockwood Golf Club in Ft. Worth, Indian Creek Golf Club in Carrollton and Riverside GC in Arlington.

"It's been rather difficult," understated Royal Oaks' Ken Small. "Everything, except for one hole, was under water. Eleven of our 18 greens were completely under."

Five separate floods kept the course closed for four weeks, Small said.

Although the water never remained on the course more than 12 to 14 hours, it left behind as much as two to three inches of silt.

Royal Oaks has engaged an engineer to design a way to direct flood waters away from the course because of this year's high waters.

"We can't do anything to prevent flooding. So we're looking for ways to minimize its effects," Small said.

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### Fumigation firm expands

Francis & Francis Soil Fumigation Specialists of Lewisville, Texas, has expanded the region it services, winning license approval in New Mexico and Kansas.

President Fern Francis said the firm now also covers Texas and Oklahoma, and is applying for licenses in Colorado, Arizona and Missouri.

"We will expand as the demand dictates," said Francis, who opened the company just one year ago.

Her husband, David, has 10 years experience in fumigation, and was certified in Iowa before moving to the Dallas suburb.

Fern, whose background is in business, said she is studying to also become eligible for licensure.

### ASPA field days planned

The latest in sod farm equipment and technology will be featured in live demonstrations by U.S. and Canadian manufacturers at the Manderley Sod Farm in Kemptville, Ontario, Canada, during the American Sod Producers Association's 1990 Summer Convention & Field Days, July 25-27.

Other sod-related manufacturers will exhibit their newest products. The demonstrations and static displays will be shown on two half-days, July 26 and 27. Headquarters for the event is the Westin Hotel in Ottawa, Ontario.

Other activities at the convention include the annual business meeting and education assembly on July 25. Dr. Chris Hall, director of the Guelph Turfgrass Institute, will review GTI's 1989 research report, which features research into soil and nutrition; turfgrass seed production; turfgrass

management and renovation; weed control and growth regulation; turfgrass pathology; pesticide residues; evaluations of species and cultivars; and turfgrass extension.

"Turfgrass is going to become more and more important to our society as an interface to bring rural and urban sectors together," said Hall. "Grassed areas are valuable to cities for their aesthetic value, their cooling effect, their easy maintenance and the recreational surfaces they provide."

Also on the program, Annette Anderson, turf extension specialist with the Ontario Ministry of Agriculture and Food at the University of Guelph, will speak about the turf industry in Ontario.

For more details, contact the American Sod Producers Association, 1855A Hicks Road, Rolling Meadows, Ill. 60008; 708-705-9898.

### Mule correction

The March survey on utility vehicles incorrectly listed the price of the Kawasaki Mule 2010 as \$16,495. The actual price is \$6,495. The Mule 2020 should also have been included. It has a one-cylinder, four-stroke engine; four wheels; 15-mph maximum speed; 10-inch tire width; 13.5/14.8-foot turning radius; 112-inch vehicle length; 59.25-inch vehicle width; 1,089-pound vehicle weight; 46.3-by-51.6-inch cargo area; 800-pound payload; 1,000-pound towing capacity; and 6.69-inch ground clearance.



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