

RUNWAY TO FAIRWAY BY GLEN F. LENTNER RICH ACRES GOLF COURSE

Rich Acres Golf Course is a public golf course consisting of a Regulation 18, 9 hole Par 3, and Driving Range located on the Metropolitan Airport Commission property (MAC). The property is parallel to the N.E./S.W. Runway and Cedar Ave. Freeway and is leased from MAC and operated by the City of Richfield.

Since the course is so close to an international airport, I am constantly confronted with several questions. Does the airplane noise bother the golfers? Do the airplanes bother you or your staff?

Well, there are some disadvantages with being close to the airport. We are unable to use 2 way F.M. radios. Cable locators for trouble shooting electrical breaks and/or shorts in our irrigation system are useless. When N.S.P. is summoned to locate buried cable near the clubhouse or maintenance shop they encounter problems. The reason is the Air Traffic Control Tower. The course is so close to the airport that these electrical devices pick up conversations with the air traffic controllers and the pilots. If the crew gets bored with listening to punk rock or country music during lunch, they can tune in KJJO 104 F.M. and listen to the Controller/Pilot talk show.

The Metropolitan Airport Commission has a fire training facility next to the course and Rich Acres is required to supply water for this facility from its irrigation system. We have been caught a few times on hot summer afternoons with low pressure for syringing greens due to a training session in progress.

The only bothersome noise is from planes taking off on the N.E./S.W. runway which takes them over the Cedar-494 cloverleaf. Conversation is interrupted if you are on the front nine or in the maintenance shop. Landings on this runway and take offs on

the other two runways have very little affect. If an employee is operating a mower, the noise from the mower will usually drown out the airplane noise. Surprisingly, the quietest plane to take off is the big 747 with the noisiest being the small air force jets.

Having a public golf course next to an airport does have its advantages. A central location makes it easily accessible from several suburbs, St. Paul and Minneapolis. Traveling business people frequent the course and driving range regularly. Some of the drop-ins this past summer were Bob Hope and Johnny Mathis.

Some interesting observations since I have been at Rich Acres have been the witnessing of several aborted landings due to other planes taking off or crossing on the same runway. Runway changes usually occur at 7:00 a.m., 10:00 a.m., noon and 3:00 p.m. Wing tip Vortexes are another interesting phenomenon. If a person stands on the 3rd tee while planes are landing on the N.E./S.W. runway and the weather conditions are just right, he can hear a hissing sound after a plane has gone by. It only lasts about a second and if a person doesn't know what it is, it can play games with one's imagination.

So, to answer the question, "Do the airplanes bother the golfers?" actually, no. A survey conducted at Rich Acres by an independent firm during the 1984 season showed that of 300 golfers surveyed, only 1% of the golfers responded negatively about location. Do the airplanes bother me or my staff? Not really. Even though there are some minor disadvantages to being so close to the airport, there also is a certain amount of fascination.

MID-YEAR TURF CONFERENCE AT HOOSIER DOME

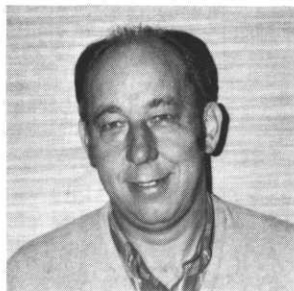
The Golf Course Superintendents Association of America (GCSAA) announces a mid-year Turfgrass Conference and Show to be held at the Hoosier Dome in Indianapolis, Indiana, September 19-24, 1985.

This new conference represents an extension of GCSAA's education program and will offer extra opportunities for
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improvement to those in the golf course and turfgrass management profession. It will bring some of the nation's top researchers, educators, golf course superintendents and turfgrass managers together for this unique educational conference.

The conference will feature seven of GCSAA's most popular continuing education seminars, staff technician training courses, a national 'selling and buying' type exhibition trade show, a turfgrass research conference, a golf/turfgrass market research workshop, an outside turfgrass equipment demonstration and a national golf championship to benefit turfgrass research.

"September is an excellent time for manufacturers and distributors of golf course equipment and supplies to demonstrate their products," said GCSAA President Eugene D. Baston, CGCS, "as this is the time of the year when golf course managers plan purchases. We believe this mid-year conference will be very beneficial to our members and to our advertisers and distributors.



**OLYMPIC
CART PATHS
BY
ORLAND MAENKE
OLYMPIC HILLS
GOLF CLUB**

All clubs have certain problems with allowing carts out after a good rain. As the years passed, the demand for carts grew and in turn the fleet also grew. With this, of course, the problems increased. This past summer we decided that a major cart path improvement and extension was in order.

After careful measurement and consideration toward play, we found that 12,780 sq. yards of rock path extension and 4,500 sq. yards of asphalt improvement would be needed.

We began by cutting and removing the sod at 1 1/2", then recut at 1 1/2" with the sod cutter to get our 3" rock depth.

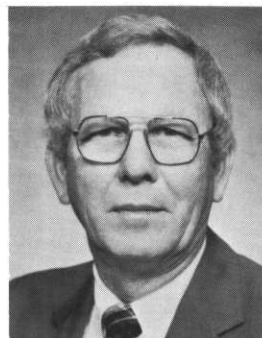
One of our club members hired the crew to remove the sod and relay it in an open lot. This saved us the cost of removing the first 1 1/2" and gained the member a beautiful play area for his kids and their friends.

We removed the second 1 1/2" of dirt with a front loader and dump truck, hauling it to a holding area to be used later for other course projects. Then the rock was hauled in by semi-trucks to various on street locations. From there we hauled it to the paths. Leveling was done by the tractors loader bucket and back blade, leaving a small amount of edge to clean up with shovels.

The sod cutting and all other labor, excluding sod removal, was done by my staff with little or no interference to their regular course duties.

The Asphalt Company came in, finished their 4,500 sq. and were out in 1 1/2 days; thus completing our project. We no longer have days where carts are not allowed; only days where carts must remain on the paths.

With our new system you do not have to leave a path from #2 green to #7 tee or from #12 green to the clubhouse.



**NEW G.C.S.A.A.
PRESIDENT**

Eugene D. Baston, CGCS, Birmingham, Ala., was elected president of the 6500-member Golf Course Superintendents Association of America (GCSAA) during the Association's Annual Membership Meeting, February 12, 1985. He succeeds James W. Timmerman, CGCS, Bloomfield, Michigan.

Riley L. Stottern, CGCS, golf course superintendent for the Jeremy Ranch Golf Club, Park City, Utah, was elected vice president.

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