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**On the cover:** Ray White, Brett Tanner, and Ben Jackson (L to R) handled multiple sports at Columbus Crew Stadium and won STMA's 2010 Professional Soccer Field of the Year.



A wide-angle photograph of a baseball field during the golden hour of sunset. A person is seen in the distance, mowing the grass with a John Deere riding mower. The field is vast, with the infield dirt and bases visible in the foreground. The outfield is lined with various advertisements. The sky is a mix of orange and blue, and the sun is low on the horizon, casting long shadows across the grass.

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## From the Sidelines



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### Communication technology overload

**N**EARLY 15 YEARS AGO I wrote a column for another publication under the headline “I Hate Cell Phones.” It decried the intrusion into our daily lives of communication technology—how it was impossible to claim you were “unavailable,” how rude it was for people to be loudly carrying on private conversations in public places, etc. Of course within months of that being published I had my own cell phone, foisted upon me by my insistent and, more importantly, pregnant wife.

Fast forward to today where if you don’t have a cell it means you must either live off the grid or maybe cannot afford the bill. And even then you can buy disposable phones so you’re never “out of touch.”

Add in the smart phone option and you have scenes like the one I experienced recently; at a boys-only dinner there was a moment where the other five guys all had their devices in hand, checking email, looking up baseball stats, texting wives, and so on. I looked around the table and asked if any of them would be willing to shut off the device just long enough to eat and have some adult conversation and everyone said, “Sure”—but no one actually turned off their phones and two guys were back on within 10 minutes.

Another friend sent me an email a few days before a party he was throwing for his wife’s 50th birthday, wondering why I hadn’t responded yea or nay earlier; after all, he’d posted the invite on his and her Facebook pages. He couldn’t believe I wasn’t on Facebook. “Everyone is on Facebook, get with it!” he emailed. “Don’t you want to connect with long-lost friends and know what everyone’s doing?”

Uh, well, hmm, actually no, I don’t. Going to the party, sharing some laughs and seeing friends sounds good. Being informed of those same friends’ every move sounds boring as hell. Likewise, I’d question the judgment of any of my friends or relatives who would be interested in what I was doing all the time. That would be time for the old “get a life” refrain.

LinkedIn, a site that is “Facebook for People with Jobs,” I’ve got an identity there and it has worked in connecting me with some folks I’d otherwise not know; it’s been helpful in my work. But I’m not tied to it like a crackhead is to his pipe the way too many people seem to be beholden to their phones and the oft-times useless information they offer.

I first heard of Twitter 4 years ago at a conference for communications professionals; it seemed unnecessary then and it has proven to be just that. Unless you count reading about the incredibly stupid things famous people have to say, which can be hilarious. Only a matter of time and it’s probably happening already, Twitter will be sending you advertising messages about your favorite ice cream, which Big Marketing Brother knows about from your grocery’s “rewards” program card buying record. And while you are reading the message you’ll be missing a chance to do something real, something better—like a conversation with another flesh-and-blood human being.

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# President's Message

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## Mensaje del Presidente

### SALUDOS!

Fechas límite. La vida está repleta de ellas. Es obvio que las fechas límite impulsan nuestra profesión, pero hasta que ingresé al Consejo de la STMA no estaba familiarizado con todas las fechas límites que maneja nuestro personal en la STMA. La oficina de la STMA me mantiene informado de las fechas límite con las que necesito cumplir como presidente. Hoy, les recuerdo de una fecha límite muy importante: el 15 de octubre. Los Programas de Premiación de la STMA – el Campo del Año, Scholarship, Founder's, el Subsidio Educativo Terry Mellor y el Programa de Premios por Innovación – deben entregarse para ese día. Pueden encontrar tanto las solicitudes como información en [www.STMA.org](http://www.STMA.org).

La STMA seguirá recordándoles de estos programas clave y de nuestra próxima conferencia. Nuevamente este año, el miércoles ofreceremos un día de talleres antes de iniciarse la conferencia que serán gratuitos para quienes se inscriban para toda la conferencia. También durante la conferencia presentaremos en español un taller llamado Turfgrass 101. Estoy muy impresionado con el trabajo de los comités de la conferencia y con los sobresalientes esfuerzos de todos nuestros comités. ¡Gracias y sigan con su energía! La asociación está cosechando excelentes resultados gracias a ustedes.

En mi mensaje de mayo, mencioné los boletines educativos en línea que publicamos en español. Para su comodidad, encontrarán en este número en español Lista de Control para el Mantenimiento y Seguridad de Campos de Fútbol/Sóccer. Seguiremos dando educación en español y compartiremos nuestras mejores prácticas de manejo de campos (¡así como las fechas límite) con todos los que trabajen en los campos deportivos. La industria se fortalece cuando los gerentes de los campos tienen una mejor educación.

### GREETINGS!

Deadlines. Our lives are full of them. Our profession is obviously deadline-driven, but until I joined the STMA Board, I was not familiar with all of the deadlines that are managed by our STMA staff. The STMA office keeps me apprised of the deadlines I need to meet as president. Now, I am reminding you about a very important deadline: Oct. 15. STMA's Awards Programs—the Field of the Year, Scholarship, Founders Awards, Terry Mellor Educational Grant, and the Innovative Awards Program—are due on that day. You can find the applications and information at [www.STMA.org](http://www.STMA.org).

STMA will continue to remind you about these key programs, and about our upcoming conference. Again this year, we will offer a day of pre-conference workshops on Wednesday, complimentary, when you purchase a full conference registration. We will also present a Turfgrass 101 workshop in Spanish during the conference. I am very impressed with the work of the conference committees, and with the outstanding efforts of all of our committees. Thank you and keep up the energy! The association is reaping great results because of you.

In my May message, I referred to our Spanish educational bulletins on line. For your convenience, you will find a Football /Soccer Field Maintenance and Safety Checklist in Spanish in this issue on page 28. We will continue to provide education in Spanish and share our best management practices (and deadlines!) with all who work on sports fields. Better educated sports turf managers create a stronger industry!



# NTEP traffic testing results

**A**T ANY ONE TIME, the National Turfgrass Evaluation Program (NTEP) is evaluating more than 600 cultivars and experimental selection in nationwide tests. Data collected and summarized from these trials can be found on our website, [www.ntep.org](http://www.ntep.org). Our data is also published on a CD, in exactly the same format as the NTEP website, which can be purchased.

NTEP collects data on overall turfgrass quality, appearance characteristics like color and texture, disease and cold tolerance and many other traits. In recent years, however, NTEP has focused more on testing specific performance traits, such as traffic tolerance and saline irrigation performance. This article provides insight on NTEP testing and an update on improved cultivars of the most commonly used species for athletic fields.

## 2010 CULTIVAR UPDATE

The following is an overview of the latest traffic tolerance and other pertinent information on commercially

available and experimental cultivars of the four main species used on athletic fields - Kentucky bluegrass, perennial ryegrass, tall fescue and bermudagrass.

## KENTUCKY BLUEGRASS

This year we have data from the fifth and final year of the 2005 Kentucky Bluegrass Test. Since bluegrasses may take several years to develop significant levels of thatch and disease, the fourth and particularly the fifth year of a bluegrass trial can yield interesting results. We have witnessed this phenomenon with 2010 data, as disease, drought and heat have taken their toll on these grasses. Therefore, 2010 data is very useful for understanding how these grasses withstand these stresses. We advise that you investigate closely this fifth year of data, which is available on the NTEP web site, as well as the 5-year final summary report, which will be available later this year.

For those field managers that irrigate with salty water, salinity tolerance evaluations are now in the fifth year at the Las Cruces, NM site. The site irrigates

## Traffic simulation

For any turf evaluation, applying a stress uniformly is necessary to obtain consistent, and thus accurate data. Consistent application is particularly important for traffic data, since research efforts on in-use athletic fields almost never produce consistent results. In addition, there are many different types of 'traffic', i.e. damage caused by golf spikes or cart use is different from damage caused by a soccer goalie, or a large-bodied football lineman.

"Traffic" can be separated by its various factors, as described by Dr. James Beard in his seminal textbook, *Turfgrass Science and Culture*. Beard writes the following about turfgrass wear: "Direct pressure on the turf tends to crush the leaves, stems and crowns of the plant. Damage is greatly accentuated by the scuffing and tearing action frequently associated with traffic." Beard also discusses another aspect of traffic, *compaction*: "The mechanical pressure applied by human and vehicular traffic results in varying degrees of soil compaction." Compaction results in restricted air and water movement through the soil profile. Both wear and compaction require evaluating to determine effective cultivars and strategies to minimize traffic damage.

Since necessity is the mother of invention, the turf research community has developed equipment to simulate wear, traffic and/or compaction on trial areas at universities. Each machine simulates somewhat different aspects of traffic stress. A particular NTEP species trial may therefore, receive different traffic damage at different locations.

The most popular traffic simulator in the US is the "Brinkman," developed at UC-Riverside. The Brinkman is pulled by a small tractor and consists of two rollers that are fitted with cleat-like spikes. The rollers can be filled with water to add compaction stress and can be set to travel at different speeds from each other, thus enabling a ripping and tearing action in the

**The Brinkman offers a relatively quick and easy method to apply traffic stress.**



>> BRINKMAN traffic simulator

Continued on page 10



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## TOP KENTUCKY BLUEGRASSES FOR SELECTED TRAITS, 2010 NTEP TRIAL DATA

Traffic Tolerance "N. Brunswick, NJ"	Traffic Tolerance "E. Lansing, MI"	Traffic Tolerance "Madison, WI"	Saline Irrigation "Las Cruces, NM"
A00-247	Aura	Avid	Barrister
Aries	Award	CPP 822	Beyond
BAR VV 0709	Baron	Dynamo	Blueberry
BAR VV 4650	Barrari	Empire	Emblem
Barduke	BAR-VK 0710	Greenteam	Ginney II
Bariris	BAR VV 0709	Harmonie	Gladstone
Barrari	Corsair	LS 4000	Hampton
CPP 822	J-1334	MSP 3724	
Emblem	Juliet	POPR 04594	
Greenteam	LS 4000	Sombrero	
Julia	POPR 04594	SW AG 514	
Jump Start	RAD-762	Touche	
MSP 3722	Skye	Washington	
Prosperity	STR-2485		
Sombrero	Washington		

"NOTE: Bluegrasses are listed alphabetically and are either the top 15 entries for that year/location, or all of the entries"

in the top statistical grouping. Numbered entries are often still experimental and not yet commercially available.

"N. Brunswick, NJ - Traffic was applied May 6th. The rankings are based on turf quality ratings taken May 6th," immediately after traffic was applied.

"E. Lansing, MI - The rankings are based on the mean of monthly turf quality ratings. Traffic was applied in fall 2009 and late August 2010.

"Madison, WI - the rankings are based on the mean of monthly turf quality ratings."

"Las Cruces, NM - the saline irrigation water used had a Sodium Adsorption Ratio (SAR) of 2.06."

the 2005 NTEP Kentucky bluegrass trial with saline water (Sodium Adsorption Ratio (SAR) = 2.06 in 2010). In previous years, this moderately low saline level did not produce large cultivar separation. In 2010 however, much great entry separation was noted with 'Hampton' leading the way. Other entries in the top statistical group include, 'Gladstone', 'Barrister' and 'Emblem', and five other entries.

Traffic tolerance was evaluated at three locations in 2010, using different types of traffic simulators. The North Brunswick, NJ location (Rutgers Uni-

versity) applied traffic in May 2010, nine months after the last traffic 'season', using the "Slapper," which causes leaf abrasions but not soil compaction. The entries that rated 6.0 or higher (scale is 1-9; 9=best) after the May simulation include 'Greenteam', 'BAR VV 0709', 'Bariris', 'BAR VV 9630', 'Sombrero', 'Emblem' and 'Julia'. Canopy fullness, expressed as a percentage, was evaluated after the initial 36 passes of wear on May 6th. All of the above entries plus 'CPP 822' and 'Barduke' had the highest canopy fullness ratings (51.7 to 71.7%).

Continued from page 8

turf. Two passes with the Brinkman have been correlated to approximate the number of cleat marks created during one NFL game between the hash marks at the 40-yard line. The Brinkman offers a relatively quick and easy method to apply traffic stress. However, the Brinkman design has been criticized because, 1) the tractor pulling the apparatus causes additional compaction and damage and has to be disregarded when evaluating plot damage, and 2) the Brinkman does not produce the compressive force needed to adequately replicate an athlete's force and pressure at the playing surface.

To compensate for the Brinkman deficiencies, Michigan State University developed the "Cady" traffic simulator. The Cady is a modified Jacobsen Aero King 30 aerator (a self-propelled unit) that has had the steel aerating tines removed and replaced with cleat-fitted pieces of rubber tires (to simulate a cleated foot). Since the aerator consists of four shafts connected to a cam that delivers a vertical action, the Cady features more vertical downward pressure than the Brinkman. A Ryan GA-30 aerator has also been used in modifications to produce a Cady simulator.



>> **THE CADY**, this one developed at the University of Florida and modeled after the one built at Michigan State.

Other simulators have been developed that either offer variations on the Brinkman and Cady, or simulate other traffic such as golf cart wear. The Europeans have long used the Differential Slip (DS2) machine, which is a cleated walk-behind unit. Also being used in Europe is the SISIS unit, as well as a unit developed by the Sports Turf Research Institute in England to simulate damage from tennis players at Wimbledon. The University of Georgia modified a Brouwer T224 ride-on roller by adding cleats to the roller drums. Iowa State and Ohio State have each modified and used a Brouwer roller simulator as well. Scuffing units, which consist of a brush on a frame that is dragged across the plots, are being used in some locations,

Continued on page 12