



The colors in Siljan AirPark are changing from brown to green and the trunk of our "national" birch tree is bright white – a whiteness that you see nowhere else. "Hallandsåsen" is now an asset in stead of a nuisance – a beautiful and natural division between the village and the entertainment area.

More beautification talk

During the week-end of 28th and 29th of May the Beautification process continued with plantation of our flower boxes. As previously mentioned a generous donation from Samo Kenda of many small lavender plants helped the beautification team in their efforts on changing our many flower boxes from the dreary fall model into the life-affirming spring model – see the pictures below.

The beautification team members are reporting from the week-end:

“ Three teams, armed with wheel barrows and

*Flower boxes in fall
- a sad sight!*



*Lavender and tagetes in
our flower boxes - May*



shovels, have been replanting our flower boxes with beautiful flowers! We also placed all boxes in their permanent places (except for one, which is temporary placed on Björkman's plot preventing trespassing cars from crossing).

As expected by all the gardeners, the project then gave a dinner party at the clubhouse, and while enjoying food, drinks and the cozy warmth from the fireplace the rain came. Right on time, to say the least!

A big thank you to all you participants, and an extra thanks to our British guest Judith Wordsworth, who not only helped us with the plantation but also showed her excellent skills as an assisting chef at the dinner party!



After well done job! photo Olle J.

The Beautification Project in its present form is now taking a break. However; cleaning, planting and other activities within the project's responsibility is a never ending process relying on your inputs and your assistance, and you can count on future announcements calling for your help! The ever progressing beauty of our airpark is relying on us all, and that include small efforts every day whenever needed, as well as more organized rallies like this.

As for the flower boxes; don't forget to keep an eye on them so the flowers don't dry out! If so, gently water the flowers, or if prevented from doing so, give us a call so we can look to it." (The editor added the bold face on the last sentences!!) Consider this a request to all of us in Siljan AirPark.

And Olle and Danne, to you as frontiers of the



Danne with a Samo-lavender plant; photo Olle J.

beautification project don't you ever doubt the gratefulness extended to you from the rest of the airparkers who did not have the opportunity to participate in the beautification operation. A HUGE THANK YOU to the team for their great work in beautifying our airpark.



Flowerbox in its proper place; photo Olle J.



Olle and lavender lady (Judith); photo Wanja H.

Airpark news

On June 14th our board is invited to present Siljan AirPark and our road project at a meeting in Leksand commune with the local government council. Each positive contact with the authorities gives a chance to further clarify and differentiate the intentions and visions about Siljan AirPark and thus eliminate possible misunderstandings and misconceptions. Therefore these contacts are warmly welcomed. The board will be presented by our president Johan Hammarström and our secretary Christer Wretlind.. Read the application to the council on the Member Forum > Projects and Events.

Those Magnificent Men and Women and their Flying Machines

In our series Those Magnificent Men and Women and their Flying Machines in Siljan AirPark Hans B. tells us about his great Glastar SE-XVF and how this love began: Created by Stoddard Hamilton and actually designed as a sea plane for one of the brothers the Glastar turned out so successfully that it was decided to start a construction line. But even in small GA-business scumbags operate – the design was copied with very few modifications by a German company, and the following law suit sent both companies directly to bankruptcy. However, at Sun and Fun Hans B. tried a demo flight, were conquered, and organized directly two more partners (one was found in a nearby hotel – another friend from northern Sweden) and one

was reached on telephone back home. A kit was purchased and down payment made right there. Tough guys, if you ask me. And being a motor sport enthusiast for ten years and having built a number of racing cars himself it came natural to Hans B. to choose a home builder's kit. "I find the building process itself almost as enjoyable and interesting as the flying", a statement many home builders surely will agree with.

Hans B och Glastar SE-XVF



Hans B's twin garage was turned into an aircraft builder's workshop, and after the usual paper mountain, and something like 3500 hours of work during five winters from September to May sometimes solo but at least every other weekend with the three partners the Glastar was ready. But then five years had passed, and several milestones were passed, too. One moment especially coveted by Hans B. after three winters was when the wings were mounted, a job they had to do outdoors. Now it even looked like an airplane and the four happy owners spotted end of building in the near future! How wrong they were! 90% finished 90% to go! Two winters later the engine ran for the first time! In the beginning of October 2000 the Glastar was fitted with a Lycoming AEIO A1A, earlier mounted in a Pittz crashed during transportation, picked up in three plastic trays in Kiruna, put together in the twin garage in Älvsbyn, converted from fixed prop to constant speed, and rebuilt the converted oiling system into a normal one. And all this with permission and benediction from EAA. Imagine the excitement when ignition ON first time. "Ignition direct and it purred like a cat", smiles Hans B.



The Glastar is originally designed for sea and can be operated with pontoons, wheels, or even skies, can be built as tricycle or a tail-dragger or both! with four hours of work it is converted from one configuration to the other. It is an awfully nice and gentle airplane. At stall speed (42 kts) you still have fully working ailerons, only the sink speed increases fast. In 3 hours \pm 15 minutes the trip Älvsbyn – SAP is made with a cruise speed of 130-135 kts. It takes a decent load 290 – 340 kilos, and drawbacks are not easy to think of for Hans B. and Birgitta, Hans' wife, who likes the airplane, too. And that is not unimportant! Apart from navigating Birgitta has lately begun to follow Hans' movements and doings during landing, realizing that if she is able to land the creature both of them have a much greater chance of surviving if Hans is indisposed of some reason during flight. The SE-XVF is still going on test flying and still waiting for final inspection, but hopefully this summer will bring it up to this state.



Siljan AirPark entering the world of research

Once again Siljan AirPark is pinned to the map of the world. But this time as an object for research into "the positive and negative social, economic and environmental impacts of European rural air-parks and the positive and negative benefits to a local rural community's sustainability and sustainable development". Judith Wordsworth, a Msc-student from Gloucestershire University in the UK has chosen Siljan AirPark as one of her case studies for her dissertation and did her fieldwork in Siljan AirPark from May 26th to June 4th. From a fieldwork in France JW reports that the local community there was an appreciation of what the airparkers did of

beautification and development to the areas around their airpark. Intuitively one feels that JW is doing an immensely important piece of work, qualifying the sayings and myths about airparks from a bunch of stinking rich selfish flying idiots with no consideration for the environment into a true picture and story of a bunch of enthusiasts from several different social layers investing all their spare money, effort, and time in their passion for flying with great consideration and a deep respect for the environment in creating a community that fits in with the surroundings. JW admits that she may be a bit biased in her evaluations being a student pilot herself but she is very much aware of her scientific responsibility and is prepared to do her utmost and try to be as objective as possible. Very soon JW will bring a more detailed description of her research work on the Forum.

Updated plan over Siljan AirPark

The plan that you see in its "naked" format on the info-board opposite to the first hangar on Vindmyrevägen has been updated. You will find it as a pdf-file called [Plot-map](#) under this issue of SAP news on the Forum (remember that unless you have changed it yourself the latest newsletter will be at the BOTTOM of the thread). It might be a good idea to print it out yourself, it may come in handy when people ask you: where is that? We shall print some examples for the Fly-in on June 18th and 19th to hand out to the visitors if they want to stroll around the airpark, see houses and hangars, and meet people.

Board News

The board had its latest meeting end of May, and as soon as the final version of the minutes is ready it will be available as usual in both Swedish and English at its usual location Forum > Member Forum > Meetings, Protocols and Documents > Board meetings > Board protocol 2011.

Midsummer

In two weeks it is midsummer! One of the absolute highlights of the year in Siljan AirPark. As usual hosted by Sinje. Don't forget to sign up for the wonderful celebration, fun and games, food and drink, music and song all night long as it never gets dark in Siljan AirPark this time of the year.. See the details on Member Forum > Projects and Events > Midsummer 2011. This year a number of RV's and their pilots will also attend the midsummer feast.

Siljan AirPark Museum



It won't be long now...; photo Ingmar L.

Local News



Good news! People in Siljansnäs are working on the idea of a bicycle lane from Siljansnäs to Leksand. Great idea! Biking to Leksand today is close to a question of life or death. In the summertime traffic is heavy and not all car drivers are aware of the risk run by bikers in their efforts in getting some fresh air, exercise, and keeping the carbon outlet down. So if you get the chance and meet a politician do mention the good splendid idea of Siljansnäs-Leksand by bike, which would also become

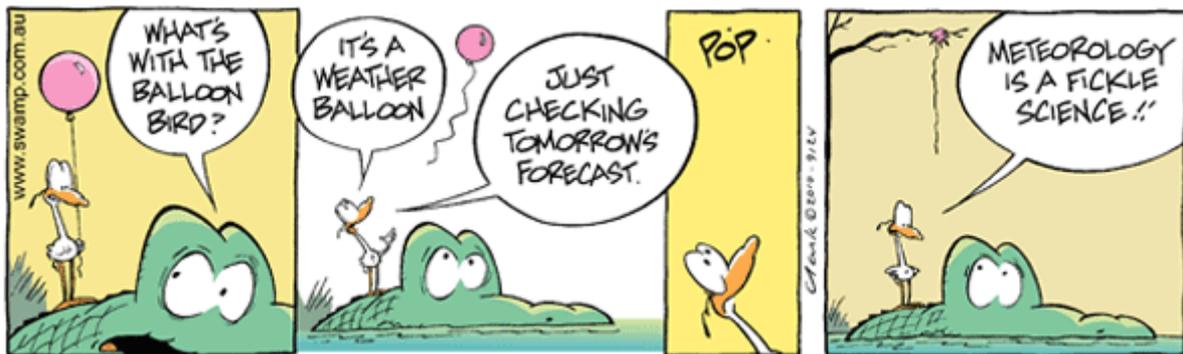
part of the Siljan-leden.

From the world around us

Müritz Airpark in Germany is on its way!
Reading about it on [this](#) website brought back memories of how Siljan AirPark started although we are small-scale in comparison.
The Müritz airpark plans are looking great, a

beautiful landscape and lots of coming facilities. The airpark is situated close to a lake, so you even have the chance of sailing up to your house if flying isn't enough or you need some change in life. Prices are up to 150 Euros/m². They even illustrate their dream with the cranes! What is it about those birds that fascinate aviators?

“Every little boy that is a liar is certain to become a meteorologist when he grows up” - quote from the controller when I had my first test-flight for PPL. (IM)



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