



SAP news 14-2011

It seems like weeks since the sun was out. Haze and fog, a gray world outside is the picture, but when checking in on the webcam in SAP you occasionally see something else - the SUN! One cannot help longing for something else! The TV - weathermen are daily raving about SOON a different type of weather will arrive. Looking at the forecast doesn't confirm these prophesies. It says light rain, heavy rain, and rain. Well, different yes, but...The SAP outdoor club is heard discussing the possibilities for making a ski track this year, just as beautiful as the one last year. A winter picnic on lake Siljan. Come on, snow and sun!!



Local news...

The local authorities have now insisted upon that we get the fire pond behind Biggles

finished. They have actually said aloud that no more building permits will be issued until the

pond is ready!

Wisely enough our board has decided to speed up the process, and the digging has already started. Florin Chirilas is operational manager of the project and is also working on sponsors. During winter there will be worked on a financial plan for the area around the pond, which will be presented at the next annual meeting.

From the board...

On November 12th our board held an extended board meeting designated to visions and developmental strategies for Siljan AirPark. Our newly elected board members Anna Eron and Fredrik Diehl participated as well. Initially Johan Hammarström presented a row of achievements since the beginning of SAP, and after that the board members were allowed to express their wildest dreams about SAP and soar unlimited to make room for realistic actions in the near future. All dreams were written down on flip-overs and pasted on the walls in the south tower of Biggles cafe. And did they dream! Cable-way from Siljansnäs hotel to the airpark, canal dug from Byrviken to Lake Siljan, hosting Red Bull, extended runway etc. but also dreams within the borders of realization. (You know if you aim for the stars you may hit the tree tops). Consequently, when asked to produce realistic developmental projects our board members revealed an extraordinary visionary but also realistic approach to the future of Siljan AirPark encompassing among other things increased marketing, draining and finishing the common plots, the path to the beach, renovating barbecue area at the club house, and UL - and glider- school.

Most remarkable were ideas about establishing closer bonds between SAPS and the flying club: a model was aired involving considerably increased engagement in the flying club from the airparkers' side, suggested beginning with attending the annual meeting in the flying club. A challenge to this is to get in touch with the **local** members of the flying club and motivate them to upgrade their amount of time spent on the flying club.

Minutes from the ordinary board meeting held on the same date can be found on the Member Forum on our [website](#).

From the flying club...

Runway and taxiways can be slippery this time of the year. Be sure to check [the flying club website](#) for runway conditions prior to landing there. The club Dynamic is away for check up and expected back by end of November. The Janus which has been flying in Borlänge during this fall is back and packed away for the winter, and the hangar is stuffed with hibernating cars, boats, and caravans. A quiet time of the year. A time for contemplation, maybe a time for contacting all members individually and get their views on how they imagine their relationship with the club in the coming year?

From the world around us...



Siljansnäs has initiated a series of workshops concerning the future of Siljansnäs. All inhabitants are invited to participate. The meetings take place in Sockenstugan. On May 14th the results of the workshops will be presented.

http://www.siljansnas.w.se/sites/default/files/fra mtid_snas_studiecirkel.pdf

Long, dark winter days can also be used for planning/dreaming about coming adventures. Like [this..](#) for example.

Fancy to attend the 70th anniversary for [Pearl Harbour](#)? Island-hopping on the Hawaiian islands by plane is something worth trying. The Muus family on Propellervägen 11 did this in 1991 and 1993.

From the safety department...

As a pilot one is always looking for devices that improve your chances for survival. But where do you draw the line if there still has to be room in the envelope for your necessities? The Danish Flight Safety board is working on this issue and intends to publish some good advice on their [website](#). Until they get that far you may find this link helpful to consider your own list of [safety equipment](#)

Museum news...by Carl Rönn

Siljan AirPark Museum

Siljan AirPark Museum has closed down for the season. Calle and Jocke are working hard with the development of Siljan AirPark museum.



With ever limited resources it also means a continuous search for all kind of grants and support from various funds. That the museum could open up his summer was to a large degree

thanks to a grant from Länsstyrelsen (Swedish government regional administration). It was also the first time ever when we were able to have a revenue from entrance fees and café, but the day when we can live on that is still a bit away.

There are a number of project proposals and applications that have been and are written. Many of them fail and we only see those who finally materialize into action, but there is a lot of thinking and writing going on back stage. The most important circumstance is nevertheless that Calle and Jocke have decided to continue the development and now are planning the season of 2012. An agreement upon continuation of keeping the items from Tekniska museet (The Swedish national museum of technology and science) is also decided upon and the Tekniska has no plans today of wanting them back.

One small but interesting and new project is a “joint venture museum project” between Siljan AirPark museum and the Norwegian aero museum in Bodö. Carl is bringing parts and patterns as well as lending a couple of finished pedal planes to the school and aero club in Tynset/Norway. With his assistance they are going to build four pedal planes, two are going to Bodö and two are staying in Tynset. The costs are covered by EU-money and Bodö museum.

