



SAP news 1-2012



2012 – welcome! More than 300 days lying there stretched out in front of us like a runway, begging to be used for further development of the most beautiful airpark on earth – Siljan AirPark. Imagination and recollection are remedies needed as this gray, rainy, and windy January day hastily approaches twilight – those sunny days with the smell of barbecue in your nostrils and the purr of light air crafts in your ears seem so remote. But just you wait, before you know it you'll burst out with: Midsummer – already here??

Another aid for your memory is to take Flygbladä and get lost in the abundant amount of photos from great – mostly – sunny days in SAP. Flygbladä is essentially a chronicle over the past year and the many photos illustrate very vividly the central events of 2012 in Siljan AirPark.

Local news

Another hangar was ready for use and properly “inaugurated” on new years eve: Eva and Danne's untiring handling of hammer and nails during summer and fall finally ended, and the busy builders invited the entire neighborhood to a cold (!) drink in the hangar to celebrate their achievement.



And after this it was absolutely necessary to warm up again. So be it! Down they dived into the hot tub at the Siljansnäs hotel – minus 10 and a breathtaking view! Happy New Year!



Those magnificent men and women and their flying machines...



Siljan AirPark's only twin is the blue Piper Aztec PA 23-250 on Rollvägen, OY-RPO. Very Nice. Owned by Rene Byrholt and wife Alice since 2009. Before the arrival of OY-RPO Alice didn't care much for the long ride to Siljan AirPark. But AFTER – she enjoys it! Their two boys Victor and Christoffer also dig Dad's cool machine. OY-RPO is an elderly lady, built 1972 but still going strong after a major overhaul when entering René's care. RPO joined the “fast” group in stjärtsvängen at Kräftis this year, and René had to work hard to keep his eager horses on the right speed to avoid stalling on one hand and outflying the other aircrafts in the group on the other hand. We learned about “the blue line” on that trip.



The blue color has its own history: once owned by an employee in Maersk OY-RPO acquired the nice blue – the same color you find on Maersk ships and on the aircrafts in the no longer existing Maersk Air. Madam Blue is the pet-name of OY-RPO as the old coffeepot in Denmark had a layer of blue enamel as did all the kitchen utensils at that time



Flying Club news...

This time of the year the Flying club is very quiet. But that doesn't necessarily mean that the club is completely hibernating. If you happen to be in the airpark on a Wednesday evening check in on the flying club - there MIGHT be a couch meeting or a fire in the open fireplace. Please note, that there is no water in the winter season in Reningsvärket. Working toilet in the club house.

Hopefully you have as a member of the flying club received the Flygbladä, meticulously put together in the depth of nights by Ingmar, and mailed out by snail mail to every single flying club member. If you haven't received it the reason may be that your membership of the flying club is not properly registered or not valid. If you are in doubt please contact Olle Sjögren who is the treasurer. And now a bit of

gossip: a PDF version of Flygbladā seems to be within reach in the very near future and that also means pictures in bright colors. How the member fee payment solution will be then still remains to be seen.



Annual meeting 2012 in the Siljansnäs Flying Club is set on February 24th at 7:00 PM at the clubhouse. Pizza in front of the open fire will follow the formal meeting. Warm welcome to all members. Check your membership!!

From the building frontier...

More and more hangars are emerging from the grounds in Siljan AirPark. This year Henner's and Danne and Eva's were raised, and Reino and Johan and Wanja are pondering the hangar door problem. With this in mind it was irresistible to cut and copy this from the Rotax blog on Tuesday, 27 December 2011 20:35:

Is my hangar door just waiting for me to be complacent?

Written by Rotax Owner

(Yes it is!)

Another recent incident has prompted me to throw this out for review.

Just wanted to touch bases with everyone concerning our hangar doors. Over the last couple of years too many people have shut their hangar doors on their plane. It is usually the tail and a few wings. That means we are leaving our

planes way too close to the door edge whether it be on the inside, but usually these incidents happen when the plane is on the outside of the door.

When I was on the Fire Department there were many door accidents as the truck would pull out. You can imagine what something the size of a fire truck can do to a large garage type door. The cost to the department was hundreds of thousands of dollars. So a policy was written. The door is either 12" off the ground and open for air movement or it was all the way open, nothing in between. The Fire truck was either all the way in the apparatus bay or it was all the way out. No one was allowed to touch the close button until the truck was way out of the station or parked inside. Failure to follow these rules led to a one day suspension and damage to another door or vehicle was much longer.

The point of this is to make everyone take notice that their plane should never be parked half way in or out of the hangar or very close to any door. If it is an electric hangar door it has a certain amount of angle that it protrudes as it opens. These hanger accidents have cost tens of thousands of dollars and I hope this little article helps someone from having this type of accident again. Even if the insurance pays for this incident the repair work and logistics is a royal pain. If I have to have something that crosses the door threshold then I trip the electrical breakers so there is no power to the door and it can't move.



Don't get suspended keep your attention focused and your plane at a safe distance from the hangar door.

From the desk of the Safety Officer "

From the world around us...

Female aviators

An extra effort made in Norway in order to recruit female members to aviation sports has resulted in 107 extra new female members. In 2010 a conference was held in Oslo as a kick start, and all the invited female air sports women were encouraged to go home and try to pass the message about air sports not being exclusively a men's domain. The conference resulted in a number of very practical things to do in your own backyard to attract pilots-to-be of the pretty gender.

Grass-cutting.....

Our board is – among other things – presently discussing how to keep the edges of taxiways cut and neat. Do we invest in equipment or do we rent equipment? Do we hire people to drive the machines or do we take turns? After reading the small article below you might want to line up for volunteer driving as sitting on a grass cutter appears to be the opportunity for sorting out the big questions in life undisturbed. The philosopher's little dream. [Random thoughts](#)

From the safety department

[The-get-home-it-is-syndrome](#) is a well known

risk in aviation. The French Bureau d'Enquêtes et d'Analyses pour la Sécurité de l'Aviation Civile has analyzed sixty accidents which occurred 1991-1996 in France to French or foreign air crafts flying under VFR rules in general aviation, and in which a very strong desire on the part of the crew to reach their destination was observed. Forty of the accidents were fatal and caused the death of 100 people.

The magnificent creatures in our logo...



Protecting the whooping cranes in other parts of the world causes financial gray hair under the pilots' helmets. Rules and regulations are strewn sand in the machinery so nicely run otherwise. Only solution seems to be a reclassification of the UL-pilot [UL Class I](#)

Soon the season opens and we shall all feel like Ding Duck again...



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