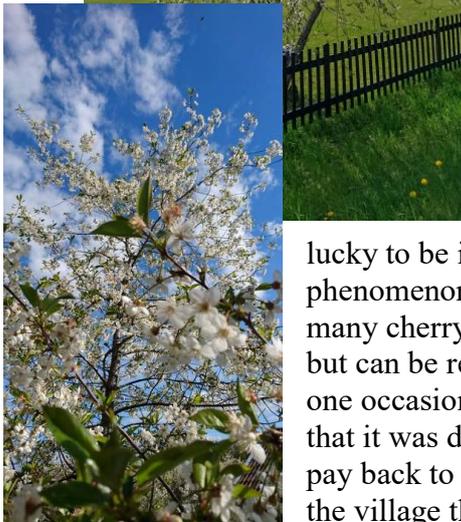
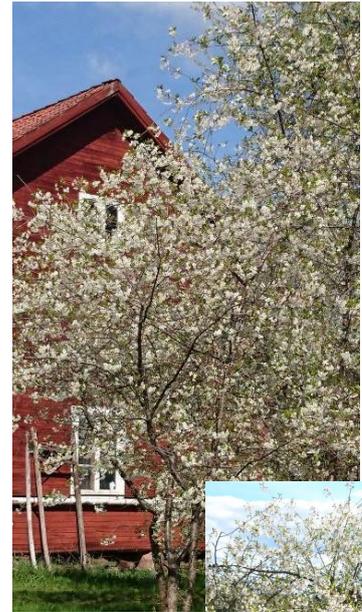




The cherry trees in Siljansnäs are blooming! This is a spectacular sight, all the white fluffy trees look like the



clouds sank down on the earth. People travel from all over the world to Japan and to Washington DC to watch the pink cherry trees.



Siljansnäs can match them! You are

lucky to be in the airpark just when this fantastic natural phenomenon takes place. And the story about why there are so many cherry trees in Siljansnäs is so sweet. It has been told before, but can be repeated: About two hundred years ago there was only one occasional cherry tree in Siljansnäs. A cripple in the village felt that it was difficult to be the one who just received and unable to pay back to the village people. He pondered what he could do for the village that could benefit the people in the future. He came up with this



ingenious idea: he would drag himself around the village and put down cherry and pear kernels around the cottages. He put the plan into action. People thought he was a little crazy but he was kind and inexperienced and did no harm, where he crawled and poked his kernels around the house corners, and they let him do it. And this is why we have so many beautiful cherry trees in this village. A true story – or??

**Annual general meeting Siljan Airpark Samfällighetsförening SAPS**



Now we can talk about this year's annual general meeting in the past tense! Always met with some tense excitement. As

association we have had our challenges and as a consequence also a couple of turbulent annual general meetings. But this year we seemed to have learned our lesson, and the meeting proceeded without incidents well chaired by Fredrik Pellebergs. Good and relevant discussions

were carried through when motions and proposals were presented.

The motions were generally well-founded by the proposers and the decisions made on a qualified base. One discussion during the last few years has been about asphalt or not on our car roads. Sinje Zeidler presented a well researched base for decision, demonstrating, that offers from contractors very well may lack full coverage of the expenses because unforeseen problems may arise which are impossible for the bidder to take into account. Engaging an independent professional expert to investigate what it would take to build an asphalt road of good quality was a cost that the meeting decided to refrain from after realising that the entire project would far exceed what we were willing to invest at the time being as our gravel roads presently are considered in good shape. There's is also the legal question to sort out as asphalt in a previous verdict on the issue is declared an "upgrading" as opposed to "maintenance" which our facility decision on which our statutes are grounded do not include and therefore not allow for. There was some discussion whether or not this is applicable to our situation. What we have to do something about

however, which is urgent is the runway and the taxiways.

Göran Berseus representing the KSAK plot launched a suggestion of having a "thinking-out-of-the-box" meeting this summer. Previous brainstorming meetings, vision days etc have always fostered ideas and visions so the meeting considered this to be a good chance to get together again and discuss in which direction the airpark should develop and at what pace. This is what the members should do. Members initiate development, and the board may facilitate the process maybe allocating funds but the members shall be the driving force. This could be good occasion for breeding new ideas. GB also aired the possibility of combining such a meeting with some new information on and discussions about GA in the near future, electric aircrafts, 600 kilo class etc. GB will be aiming at a date in close connection to Kräftis.

The complete minutes from the annual general meeting has been e-mailed to all members but can also be found at the Member Forum.

## **Annual general meeting Siljansnäs Flygklubb SFK**

Also the flying club has done away with the annual general meeting. On April 6<sup>th</sup> with 15 cm of wet snow on the ground the flying club decided to intensify focus on flying activity and clarify who is responsible for what by building sections within the club. The board revealed their ideas about how the economy in the club can be improved and stabilized: fact is that the answer to the question asked by the board: do we have the airplanes that our members want? Is a NO. The three club owned aircrafts, the Dynamic VPS (UL towing and touring), the LS:4 UIA (one seat glider) and the Janus URX (two-seat glider) are flown by 5 pilots! (The fourth the motor-glider UAC is not airworthy due to lack of engine instruments.) None of these airplanes fly enough to cover the actual expense. The flying club has two main income sources: member fees and Kräftis. Now the club is facing some heavy extra costs maintaining these three aircrafts: radio upgrading, coating, and a parachute. The

suggested solution still in progress may be to sell the three operating aircrafts, buy a self-starting two-seat glider, and get the motor-glider airworthy as one leg. A second leg would be to initiate model flying "school" for young people, and a third leg would be to refurbish the club house. Activities that should engage flying as well as non-flying members in their club. The ultimate goal should be that the flying activities are close to self-financed and Kräftis and other events are arranged "because we want to and not because we have to"!

So now is the time to think about what those of us who are members of the flying club would like to contribute with in terms of time and engagement in this worthy project. So far the flying club is to be congratulated with this brave suggestion. It is always with your heart in the throat you suggest selling out of the family silver! Good luck with this course to save the life of Siljansnäs Flygklubb

## **Our roads**

Our roads are in good shape now after the recent repairs through the last two years. And we should take care of our roads to make this repair last



as long as possible. Signs have been put up along the road at a couple of places to remind drivers of speed reduction. Special vulnerable stretches like the curves are in danger of being totally destroyed at the edges if speed is not reduced there. The gravel will just slide down and into the ditches creating trouble later and the edges will break. So far the signs have had an evident positive effect: drivers are slowing down when entering the curve by the junction Vindmyrvägen/Propellervägen. Also by reducing speed we will have more effect of the dust binding material that is spread on the surface. And soon there might be flowers in the sign pallets as well 😊.

### **Behind the signs**

What is going on? Is this a sign of general migration out of the airpark? That thought might enter the minds of people watching the number of For Sale signs that has popped up lately. At least it looks like that from the outside. Actually for a long period of time a handful of plots have been out for sale though without signs on the plot. But the green dot has been on the plot map all the time. Now a couple more have been added. One has to think of the fact that the airpark was

founded 2005 that is 14 years ago! A lot of things may happen to people in 14 years: you may have stopped flying either of your own free will or because you were told to which means coming up to your plot in Siljan Airpark may mean numerous hours of travelling by airline, train or car. Children have grown up and have no interest in the house in the woods by an airfield as they don't find flying as fascinating as dad does. Etc.etc in short your priorities change as the years pass and living conditions as well and you have to adapt to that. Many different reasons can be the case for inviting next generation to take over this great place.



### **Visitors from Denmark...**

...who could hardly believe what they experienced! On their way to Rørvik in Norway two of the three Danish pilots in the Cessna 182 had never been in Siljan Airpark before. One of them, Mats, a former pilot and instructor in Air Greenland, kept saying that this was something special. He was taken aback by the beauty, the silence, the friendly attitude when we took

him and the two Thomas and Rune through a tour in the airpark. "This is what every pilot is dreaming about". Rune Balle is the editor of the Danish aviation magazine FLYV that has existed since 1928!! Rune plans a feature on Siljan Airpark in a coming issue.



Since their visit early last week Siljan Airpark has been wrapped in the most lovely spring atmosphere you can imagine! The mouse ears in the birch trees have this luminous green colour, (by the way: pick the early leaves and chop them for your salad bowl or on the potatoes! Vitamins abundantly!!), and all the early flowers like this one primrose = gullviva. The morning orchestra right now comprises star, lark, wagtail, yellow wagtail, swallow, whinchat, wood warbler, and the less melodious ones like fieldfare, magpie, crows and ravens. Add to that our beloved cranes, a couple of ducks that have an eye upon the fire pond, a lot of seagulls, a few geese, two curlews and occasionally an airplane. Enough to look at and listen to if you are the type



of person who loves to look at and listen to "things with wings". May is the month to be here when nature explodes! Great idea to time the annual general meeting to that month!

Ingrid Muus, editor, e-mail [muusingrid@gmail.com](mailto:muusingrid@gmail.com)