



On September 30<sup>th</sup> the first snow capped the mountain tops in the north western part of Dalarne adding a magic touch to the glowing and flaming colours of fall. Nature is closing down now, but doing it in a spectacular way; the clouds are heavy and rain filled and flying activities are put on standby. You put your nose to the ground and enjoy the richness of nature – this is the time for mushrooms, for berries, and above all for the colours so magnificent. The red ones with the white spots are just for decoration purpose!!! In the old days it was said that the Vikings consumed them and went berserk!



The brown ones with the yellow stem and shaped like a funnel are very delicious, called *tragtkantareller* in Swedish and this year abundant! Below you see **half** of the result of one hour's harvesting!



Where to go to find them? Well, if you ask a local for his mushroom place, he will most likely be very distant in his eyes and say something like: take the gravel road and go left or right into the woods and there they are! This year he seems to be right. They are where you'd expect to find them.

## From the board

At the board meeting in august it was discussed and decided to try to get an agreement with DalaFrakt to clean our ditches, and do dustbinding on a regular basis. That way we do not have to worry about it every year. The minutes from the board meeting is available on Member Forum.

An important document has been produced by Florin on our wi-fi system describing the internet structure and infrastructure. The document has been written in a language that lets even non-nerds like yours truly understand how things work! The document also states who is responsible for what concerning the internet. The document can be found on the Member Forum.

## KSAK

KSAK has invited all siljan airparkers by mail to a summit some convenient day during the year 2020. The purpose would be to discuss the development of Siljan Airpark, where KSAK is a member like anyone else but also possesses man power and network. Previous to the summit KSAK has held a meeting in august to gather information about how the future of Siljan Airpark is envisioned by different partners like the flying club and the plot owners in the airpark. KSAK has piled a number of issues and questions to be discussed at the summit such as GA development and trends, Siljan Airpark, the Samfällighet and the board, enterprises and association, Siljan airpark today and tomorrow. All issues worth discussing especially taking into consideration the different perspectives relative to the reasons why you own a plot in Siljan Airpark. Hopefully many airparkers will participate in this summit.

## Local stuff

Sometimes flying an evening round puts a perfect end to a perfect day or turn a less perfect day into a perfect day! Just like that. Russell Myles is describing one of these spontaneous flights with Robert Schröder in Robert's small yellow Savage. With permission from Russell we bring here his excerpts from his description and recommend that you check [Russell's blog](#) to enjoy the rest of his delightful text and all the wonderful pictures accompanying the text.



**It's pretty cool staying on an air park.** Neighbour Robert invited me for an evening flight in his Savage, a Rotax 912 powered two seat tandem Piper Cub lookalike from Zlin Aviation in the Czech Republic. (...)Before taking off into the evening sun Great views of the air park village as we climbed out(...). One thing was puzzling me though, the Savage is German registered and the cockpit is covered in placards like **OELKLAPPE** and **RADBETRIEB** and **ANFLUGSGESCHWINDIGKEIT**

and **SKISTELLUNG** and **KRAFTSTOFFSVORRAT**...so why does it say **NO PUSH** on the wing struts? One of life's mysteries to ponder as we floated along enjoying the view. Mostly trees and lakes with a bit of lakes and trees mixed in, together with the occasional settlement of little Swedish houses and barns...Mostly trees and lakes makes navigation quite tricky, the map is predominately green(...)Really distinctive line features are the power lines running along their own fire break style gap in the trees. These stretch off into the distance and the eye can follow them almost all the way to the horizon.It was about a 30 minute flight to Malung Skinnlanda airfield which lies just beside the river a little bit south of town. There was a gyrocopter on the frequency operating to the west, but the airfield was deserted as we landed, shut down and got out for a stretch. The Savage is a lovely little aircraft and draws a crowd wherever it lands. One elderly airport guy wandered over. He didn't speak English or German but we communicated in fractured Swedish. I managed to tell him we didn't need any fuel and he gave a long rambling description of something about Dala Järna airfield and potatoes. I think. I couldn't confirm with Robert as he had wandered off for a pee by this point. We tried the clubhouse door but it was locked. Next time I'll leave a



100 SEK donation. 10 Swedish kronor is about £1, the smaller rural airfields don't usually have a fixed landing fee, or any fee at all, but most of them are run by clubs and a donation is welcome. We climbed back in and set off again. The front seater has a panel mount moving map GPS to help with the navigation over the sea of green, it's not just line features. There was also a map in a side pocket, an iPad with Foreflight and my phone was running Skydemon so we were unlikely to get very lost (...) It's only a ten minute walk to the supermarket from the airfield...I want to fly there next time Brenda sends me out for



milk, or potatoes. Maybe the mystery of the story will be resolved (...) And then onto final where Robert flew a nicely flown sideslipping approach to the grass runway 14. As we were taxiing in, Alexander gesticulated with the universally accepted drinking sign so we stopped and abandoned the aircraft on the taxiway, A lovely evening flight with a beer at the end. Like I said earlier, staying on an air park is pretty cool...



## More local stuff



Attachment to Propellervägen 7?

A cute little house has appeared next to the big grey house. Elena's Lodge?

Production of base for cider?

The apples on CW's apple tree have a tempting color, and hopefully the harvest will be finished before the heavy frost sets in – last night already displayed minus 6 degrees Celsius on the thermometer.



This is actually a rack for flower pots. But in Reino's hands it has been turned into a rack for drills! Modified, naturally, Reino's signature.

Karlsson-on-the-roof, he had a propeller on his back. A practical precaution



Pia preparing a flower bed using the colours of autumn. The chickens will be back in summer.

## From the flying club



who were there apparently had salmon/crayfish party in the every one there a nice evening. Photos are provided by Russell Myles.

Unfortunately, the weather Gods were not awake this year for Kräftsjärtsvängen. That must be the only explanation. Friday was good, and a lot of visitors. After that only rain and



hardly any visitors. But those a great time, and as usual, the hangar was cozy and gave

## From the world around us

### Idre airfield

Idre airfield is now open and working, nor regular traffic yet but being part of the privileged group of people with a PPL you can go there by air on your own in an hour or less depending. And from there it is easy to reach the spectacular mountain area Idre, Grövelsjön, Lövväs, and their surroundings. Rent a car in Idre, and another hour's drive will take you to some of the most beautiful landscapes in Dalarna. The two photos in the beginning of this issue of SAPnews are from Grövelsjön.



Grövelsjön is also a lake where the wreck of a German Heinkel III can be seen partly resting on the bottom partly visible above the surface. The story goes that they had to make an emergency landing on the frozen lake due to shortage. The crew survived but the wreck is still there.

The mountain area offers many hikes well marked, and besides the flaming autumn colours there are breath-taking views to bring home.



## One of aviation's many mysteries



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