

Note: Unofficial translation!



Annual Meeting  
11.03.2008  
Flyplassveien 168

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**SOLA FLYKLUBB**  
*Flyplassveien 168, 4050 SOLA*

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**CASE PAPERS FOR THE ANNUAL MEETING 2008**

**Meeting date:** *March 11th 2008 at 18:00.*  
**Place:** *Clubhouse*

**AGENDA:**

1. Approve the electors/determine number of votes.
2. Approve the summons, agenda and order of business.
3. Elect meeting chair, minutes secretary, vote counters and 2 representatives to sign the protocol.
4. Annual reports for year 2007.
5. Consider and decide accounts for 2007 in revised form.
6. Approve the budget for year 2008.
7. Consider and decide received suggestions and cases.
  - a. Sale/purchase of aircraft
  - b. Update of the self insurance fund by-laws, §10
  - c. Open board meetings
  - d. Plan of action for Sola Flyklubb
8. Determine membership dues for year 2009.
9. Determine voluntary self insurance premium for year 2009.
10. Consider and decide the club's organisation plan.
11. Election.

On behalf of the board

Michelle Sandra Aitken  
Chairman

Oddbjørn Brungot  
Secretary

### **Case 1: Approve the electors/determine number of votes.**

Please note that according to the laws of Idrettsforbundet, it is no longer permitted to submit your vote by proxy (ref. NIFs law §§ 2-5 and 2-9). Only members in attendance holding a valid membership for 2008 are entitled to vote.

### **Case 2: Approve the summons, agenda and order of business.**

The board invites the annual meeting to make the following decision:

*"The summons, agenda and order of business for the annual meeting 2008 is approved."*

### **Case 3: Elect meeting chair, minutes secretary, vote counters and 2 representatives to sign the protocol.**

Suggestions encouraged at meeting.

### **Case 4: Annual Reports for year 2007.**

The annual reports will not be read out loud. There will, however, be opportunity to ask questions.

### **Case 5: Consider and decide accounts for 2007 in revised form.**

The accounts for 2007 are in a separate attachment, and are available in the clubhouse.

The board invites the annual meeting to make the following decision:

*"The accounts for Sola Flyklubb for 2007 are approved as presented."*

### **Case 6: Approve the budget for year 2008.**

The budget for 2008 is in a separate attachment and is available in the clubhouse.

The board invites the annual meeting to make the following decision:

*"The budget for Sola Flyklubb for 2008 is approved as presented."*

### **Case 7: Consider and decide received suggestions and cases.**

The board wishes to put forth the following cases:

#### **7a. Sale/purchase of aircraft**

The board has, in the past year, considered amongst other things an upgrade of LN-FAW to improve the standard of the club's aircraft fleet. During this review, it has become clear that the club's aircraft are starting to demand a lot of costly maintenance, and this leads to increased costs and with that, a high hourly rate on relatively old aircraft. The board wishes to renew the club's aircraft fleet, but based on the club's economy; this will require the sale of all/some of our aircraft JAL, AED and FAW. The board wishes, for as long as possible, to have at least 2 aircraft available for the club's members during this process, and wishes amongst other things to rent a

newer 4-seater aircraft that will be part of the club's fleet. Both members and the club's school department want a newer fleet, and the board wishes therefore to invite the annual meeting to decide the following:

***"The annual meeting authorise the board to sell JAL, AED and FAW and to purchase a newer 4-seater aircraft, with an upward limit of 2.3 million NOK."***

### **7b. Update of the self insurance fund by-laws, §10**

During the update of the club handbook in 2007, it was discovered that §10 is not in accordance with today's practice. §10 states: "The membership fee on first time enrolment shall be 50 NOK per month for the remaining months of the year, including the month of enrolment."

A separate enrolment fee is not practiced today, and the paragraph requires as of this date a first time enrolment of 600 NOK if enrolment is at the start of the year.

The board therefore invites the annual meeting to make the following decision:

***"The self insurance fund by-laws §10 is changed to: "The enrolment fee upon first time enrolment shall be the same as the current premium decided by the annual meeting."***

### **7d. Plan of action for Sola Flyklubb**

The annual meeting in 2007 inquired about a plan of action/strategy for the club. The current board has therefore availed themselves of NIF's resources, and participated in a "future night" to identify the club's strengths and weaknesses. The result of this work is a concrete plan of action for the next 5 years.

The plan of action must be viewed as a living document that will be subject to revision a minimum of 1 time per year during the plan's period to ensure that it is always the correct focus that is being worked towards.

We want the club to be the natural centre of GA at Sola, where the member's can participate in professional (aviation) theme nights, social gatherings, share experiences, compete and start their education towards/cultivate their interest in private piloting.

We want to engage and increase our membership, as well as securing aircraft availability.

### **We want to:**

#### **activate the members by:**

*implementing a watch list for manning the clubhouse on weekends*

*implementing a watch list for washing/polishing aircraft (voluntary work, student pilots especially)*

*collaborating actively with Sola Flystasjon Flyklubb with regards to aerobatics introduction*

*implementing a mentoring system for new members/pilots*

*organising annual club trips, domestic and international (e.g. Germany)*

*hosting an annual party after the annual meeting every year*

*invite the members to a 50<sup>th</sup> anniversary party on 08.09.2012*

have a **well visited website** by:

*ensuring frequent updates with relevant and useful information*

increase interest in **competitions** by:

*arranging an annual competition (landing/precision flying) in collaboration with other clubs in the region.*

*having at least one team participate in competitions organised under the direction of NLF/Motor*

contribute to an **increased focus on flying safety** by:

*continuing the flying safety collaboration with Sola Flystasjon Flyklubb*

*continuing flying safety theme nights at least once every 3 months*

*giving prioritised booking to members who want to participate in events directed by NLF/Motor*

offer **professional development**, such as:

*night flying course*

*pinch hitter course*

*continuing club PFT and flight safety theme nights*

*seaplane course*

make **socially useful activities** visible, by:

*increasing member recruitment for fire patrol and Search And Rescue*

*improving the collaboration with government/municipal agencies (fire department, rescue coordination centre etc.)*

attend to **new members/pilots** by:

*organising student nights/social nights*

*implementing a mentoring system for new members/pilots*

*collaborating with the school with regards to first solo baptism*

**renew the club's aircraft fleet**, by:

*renting/leasing newer aircraft*

*seeking financing/loan to purchase newer aircraft*

*selling part of/all of the current aircraft fleet to finance newer aircraft*

ensure **aircraft availability** by:

*buying/renting/leasing newer aircraft for the club*

*reducing downtime by being proactive with regards to the selection of maintenance provider at all times.*

*tightening up control of booking practice and enforce the booking rules as described in the club handbook*

*introducing crew chief scheme for every aircraft*

*evaluating the establishment of a spare parts store to ensure quick access to parts that wear quickly*

in a positive manner, **make the club visible** in the local area by:

*participating in the celebration of Norwegian air sports/aviation's 100<sup>th</sup> anniversary in 2009, through for example a local day of flight/exhibition*

*celebrating Sola Flyklubb's 50<sup>th</sup> anniversary on 10.09.2012 by holding a day of flight/alternatively participating in a major air show in connection with Stavanger Airport Sola's 75<sup>th</sup> anniversary the same year*

**strengthen the club's economy** by:

*employing a professional accountant*

*making using of those benefits a membership in NIF makes available*

*increasing members' own efforts (voluntary work) where possible*

*entering into sponsorship agreement (e.g. advertising on aircraft)*

*advertising the classroom as available for rent via the website*

*considering the establishment of a volunteer work team who can be hired out for external jobs*

*considering active selling of advertising space on the website to aviation related businesses*

**plan for the future** by:

*appointing a committee to review the club's aircraft fleet in a long term perspective, to reduce operating costs as well as costs related to new rules and regulations, increasing taxes, and a future halt in AVGAS production*

*appointing a committee to review the possibilities/challenges of the expected move of the GA environment to the new GA area on P5*

*composing an anniversary book for Sola Flyklubb 50 years*

**develop the collaboration with other parties** by:

*safeguarding our good dialogue with Avinor locally*

*continuing and developing the professional and social collaboration with Sola Flystasjon Flyklubb*

*continuing and developing the collaboration with our own school department*

safeguard the **airport's neighbours** by:

maintaining focus on the prevention of unnecessary noise

*seeking to implement, in collaboration with Sola Flybunkring and Avinor, a return/waste system for drained fuel*

The board invites the annual meeting to make the following decision:

***"The plan of action for Sola Flyklubb 2008-2012 is approved as presented."***

1 case has been submitted by the members. Viggo Stenbekk wants to promote the following case:

### **7c. Open board meetings**

Viggo Stenbekk invites the annual meeting for make the following decision:

***"The club's board meetings are to be open meetings, where the club's members have access to participate as an audience. Except for those cases where the board will be discussing personnel issues. It is supposed that members only have the right to be present, and not to speak."***

The board has no reservations to the proposal, but wants to safeguard their right to ask the individual member to remove themselves from the room if it disturbs the meeting progress.

The board therefore invites the annual meeting to make the following decision:

***"The club's board meetings are to be open meetings, where the club's members have access to participate as an audience. Except for those cases where the board will be discussing personnel issues. It is supposed that members only have the right to be present, and not to speak. The board is free to ask the individual member to remove him/herself from the room, if it disturbs the meeting progress."***

### **Case 8: Determine membership dues for year 2009.**

The membership dues are to cover the administrative expenses of the club. The board has undertaken a coarse evaluation of the administrative expenses vs. paid dues for 2006 and 2007, and found that the aircraft fleet has subsidised administrative operations in the club both years.

A review of the membership rates shows that an increase in the senior and family membership categories will cover the extra funds required to avoid the aircraft fleet's subsidising of the administration.

The senior membership dues are, as of today, 600 NOK. The family membership due are, as of today, 230 NOK.

The board therefore invites the annual meeting to make the following decision:

***"The dues for senior membership are increased by 150 NOK, and the dues for family membership are increased by 270 NOK for 2009."***

## Case 9: Determine voluntary self insurance premium for year 2009.

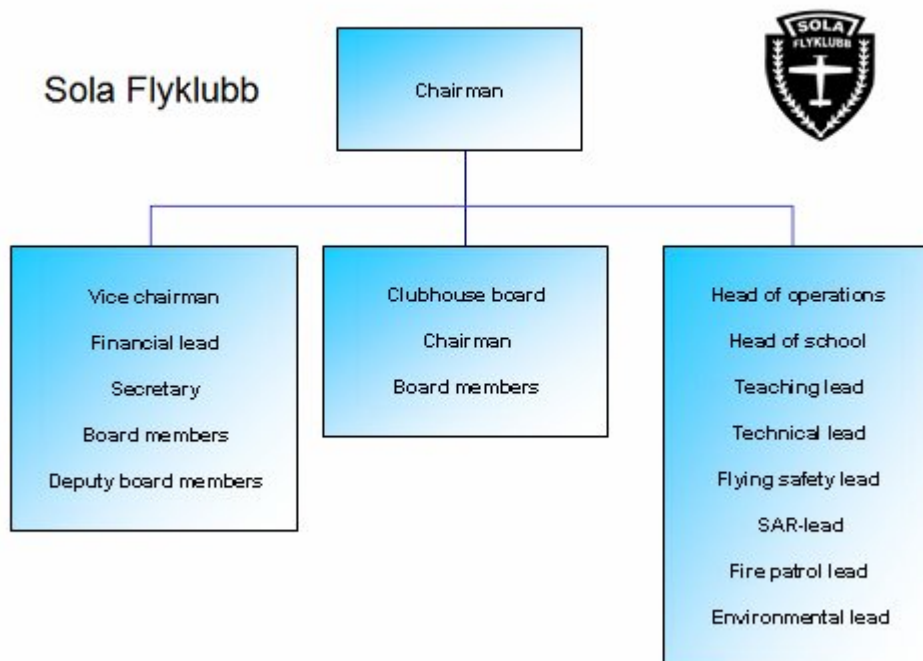
The board invites the annual meeting to make the following decision:

***"The self insurance premium is kept unchanged at 200 NOK for 2009."***

Please note that this decision is related to the self insurance fund's §3: "Only persons who are members of the self insurance fund are entitled to vote on questions regarding § 3".

## Case 10: Consider and decide the club's organisation plan.

The club's organisation as of today:



The board invites the annual meeting to make the following decision:

***"The organisation is kept unchanged for 2009."***

## Case 11: Election.

When electing/appointing delegates to general assembly(ies), and members to executive boards, councils and committees in NOC and its organisational units, candidates/delegates of both sexes shall be chosen.

The composition shall be proportionate to the gender distribution among the members, such, however, that there shall be at least two representatives from each of the sexes. For councils and committees comprising 3 members or fewer, both sexes are to be represented. Deputy members do not count when calculating the gender distribution.

In special circumstances, NOC's Executive Board may make an exception to this rule.

Elections shall be by ballot if there is more than one motion, or a demand for a ballot is put forward. If the vote is to be in writing, only nominated candidates may be entered on the ballot paper. Ballot papers which are blank or which contain names of candidates who have not been nominated or which do not contain the numbers of which the votes are cast, shall not count and the votes shall be deemed not to have been cast.

In the case of individual elections in which a candidate does not achieve a majority of the votes cast, a new ballot must be conducted between the two candidates who have received the most votes. If the new ballot results in a parity of votes, the election shall be decided by drawing lots.

When more than one person is to be elected in one ballot, all the candidates must receive more than half of the votes cast in order to be deemed elected. This does not apply to deputy representatives. If an insufficient number of candidates achieve this in the first ballot, those who have received more than half the votes cast shall be deemed elected. A new ballot among the other candidates shall then be held and after this new ballot, those who have received most votes shall be deemed elected. If there is parity of votes in the new ballot, the election shall be decided by drawing lots.

The following positions are up for election in 2008:

- Chairman (elected for 1 year)
- Vice chairman (usually elected for 2 years, this year for 1 year due to withdrawal)
- Secretary (elected for 2 years)
- Finance lead (elected for 2 years)
- Board member (elected for 2 years, was elected for 1 year last year due to withdrawal)
- Deputy board member (usually elected for 2 years, this year for 1 year due to withdrawal)

Chairman and vice chairman are elected individually.

Other positions up for election:

- Clubhouse board chairman (elected for 1 year)
- Clubhouse board member (elected for 1 year)
- Clubhouse board member (elected for 1 year)
- Accountant (elected for 1 year)
- Deputy accountant (elected for 1 year)
- Self insurance fund (elected for 1 year)
- Deputy self insurance fund (elected for 1 year)
- Election committee lead (elected for 2 years)
- Election committee member (elected for 2 years)
- Election committee member (usually elected for 2 years, this year for 1 year due to withdrawal)

The election committee's recommendation will be ready for the annual meeting.

## Annual report for the board of Sola Flyklubb 2007

The board has, in 2007, handling a few difficult cases, and it's been an enormous learning curve for yours truly. One case has to a large extent negatively affected the working environment of the board, but this is now significantly improved.

In addition to ordinary cases, the board has, through 9 board meetings, primarily worked on:

- Aircraft fleet, including own vs. rent, upgrades, renewal and financing
- Finance and liquidity
- Corrosion, JAL engine
- Plan of action for the club
- Development of a standard aircraft rental agreement

The board has developed a plan of action for 2008-2012 to give coming boards something concrete to work with. We've had assistance from NIF through a club development course called "future night". The club's strengths and weaknesses were identified, and the result is a plan of action for 2008-2012 that will be presented at the annual meeting on March 11<sup>th</sup>.

In May, the board established a working committee that was to handle minor issues that would not require board approval. The working committee consisted of the club chairman, technical lead and accounting assistant Gunn Haugerud. The working committee didn't handle any cases in 2007.

The board has to the best of its ability sought to live up to the annual meeting's decision with regards to publication of meeting minutes. We've unfortunately failed to do so at times for various reasons, but the systems have also failed us. Several instances of website hacking has lead to information disappearing from our website, including historical information and at least 2 meeting minutes. We do take backup copies, but it's very time consuming to revert the site back to its original state. We therefore desperately need a technical webmaster who can help us keep the software up to date for we can plug any holes in the software as soon as they're know. Contact webmaster Harald Hagen or myself if you're interested in helping the club with this.

The club's membership has increased by 42 members in 2007, and we're now at about 300 members. This is an increase of over 25 % the past 5 years, that's very good! The members continue to perform well for large volunteer work events, such as Sola Airshow 2007. Sola Flyklubb were out in force, and the show became a huge success. Thank you to all who took time out to help the club, it has really made a difference to us this year.

In 2007, we saw the unfortunate end to heavy maintenance at Sola, and an increase in costs should be expected as a result. A great big thank you must be said to Kåre Hagelin for the efforts he and his colleagues have made for GA locally. We hope to still see them as Sola in the future.

A big thank you must be given to the board members who are leaving the board this year. They have been invaluable for the club, and are now awarded a well earned break. Jan Magne Stanghelle took over for Leif Veka as technical lead this year. A heartfelt welcome to Jan Magne, and a big thank you to Leif Veka for his persistent efforts for the club over many years.

A big thank you must also be said to the many other volunteers working hard for the benefit of the club. We have a tendency to forget the enormous commitment they're showing, and their willingness to use huge amounts of their free time for the good of the club. Without them there'd be no Sola Flyklubb, so the next time you see one of them, stop, and say thanks for all the hard work. It can't be said often enough!

With wishes for a good year's flying,

Michelle Sandra Aitken  
Chairman

## **Report from financial lead for 2007**

Result, balance and budget are according to tradition only available in the clubhouse. This year, the financial lead's report is also only available in the clubhouse, due to detailed financial content. (In Norwegian only, sorry.)

## Report – financial lead page 2

## Report – financial lead page 3

## Report – financial lead page 4

## Report – financial lead page 5

## Report – financial lead page 6

## Report – financial lead page 7

## Report – financial lead page 8

## Report – financial lead page 9

## Report – financial lead page 10

## Result page 1

## Result page 2

## Balance page 1

**Balance page 2**

**Balance page 3**

## Budget page 1

## Budget page 2

## Annual report from head of operations for 2007

Year 2007 has been a weaker year than 2006 when hours flown was 1850. This year, we've "only" produced about 1300 hrs total. The schooling department covers about 1/3 of the hours as before. We could perhaps blame the weather conditions this year, there hasn't been nice VFR weather. We've flown with LN-FAW, LN-AED, LN-JAL, LN-IKY, LN-ABT and the seaplane LN-BIN. JAL and BIN have also been re-registered from the Danish and Swedish registers to the Norwegian register.

No accidents or incident have been registered this year, and that's very good. Perhaps the club PFT has contributed to this, and thereby our member's awareness with regards to safe flying and planning. There is a report where LN-IKY was involved in a "near miss", but LN-IKY was not in the club when this happened just west of Sola. It's a good thing we have the contact meetings with ATC where misunderstandings can be cleared up and thereby avoided. Hope we can still continue to have these meetings in the future, it helps collaboration and understanding.

That the theoretical part of the training is working well, and that Leif is still head of the school is very important for the club's operations. That the school performs well is for certain. The quality of students who are presented for SKILL tests is good, and we have not have any failed tests this year. Thank you to everyone in the school for their reliable work.

The seaplane department, with Arne as lead, has been operative and some SKILL tests have been performed on sea, both new SEP (sea) and renewals and extensions. The seaplane department has a small group of enthusiasts who also work well.

Operationally, 2007 has been a good year with good control by the board and leads, and information is quickly and easily available for the members. The website is very up to date, and a big thank you to those who keep it that way. However, booking and cancelling of booked aircraft that is not being used, is still not good. Booked aircraft can still be found on the ground in nice flying weather. Hope the "no cancellation" fee can help resolve this problem that has existed for far too long.

Olav Vik

## Annual report from head of school for 2007

In 2007, 7 student have passed their skill test for PPL/A. 4 student permits have been issued. 2 have passed their night flying rating, and 2 have passed their seaplane skill tests.

The 2007/2008 theoretical course has a record 30 students who were still participating at the end of the year. In addition, students who have taken the course previously have also joined. It is clear that such a student body will require an aircraft fleet that is both big enough and of acceptable quality.

Overview school flying 2007:

School flying land:	413:30	
School flying sea:	59:25	
Student solo flights:	57:40	
Skill test and PC		42:35
Training:	43:25	

Sola Flyklubb participated in the head of school seminar at Gardermoen in November. Hans Petter Bårdseng was SFK's participant.

One instructor meeting has been held in 2007.

The school has for a long time inquired after a newer and more modern aircraft fleet. We feel it is important for the club to have a unified fleet of aircraft that can be used for both schooling and private/trip flying. Our experience with a unified fleet of 3 C172's has schooling wise been well.

The school wants the club to acquire new C-172's as a replacement for the 30 year old work horses. The school has checked with the clubs in Norway who have acquired new C-172's with Garmin 1000. All have praise for the product and it has lead to an increase in activity in those clubs. It should be considered whether we should review the new diesel version of C-172. We believe it important that efforts be put into the schools materials, that school is after all the foundation of the club and is crucial for the recruitment.

We thank the controllers Olav Vik and Stein Lian for a quick and effective see-through of the license tests.

Leif Olsen  
Head of school

Frode Moi  
Teaching lead

## Report from technical lead for 2007

**New in the position:** I succeeded Leif Veka who has performed an important and necessary work for the club in an excellent manner. Thanks for the good work!

This is therefore my first year as technical lead in SFK.

**Maintenance:** I took on the position on June 1st 2007, and many new, exciting tasks awaited me. The first task was the test flight of LN-FAW after the engine change that spring. Other than that, the summer started with quite a bit of snag on the aircraft, which put extra pressure on our maintenance organisation, which has been Sola Air Service by Kåre Hagelin, Thor Hilseth and Holger Jørgensen. They've performed the engine change and annual inspection on LN-FAW. Rune Hilseth has also this year been our guy for lesser snags and 50-hours inspection of the club's aircraft, whilst Holger and Jarle have been active on IKY and ABT. I'd like to thank the maintenance personnel for a great effort!

In addition, I want to thank Kåre Hagelin for the fantastic work he's done for Sola Flyklubb through so many years. When Hagelin now closes part of his business, heavier maintenance (more than 200 hours inspections) must, from 2008, be performed at other maintenance organisations. We hope, however, that he has the health and desire to cover smaller inspections and snags!

**More active hands:** For next year we've been able to get a hold of two aircraft mechanics who are members of to club to relieve Rune with the 50 hours inspections and snags. Welcome! Other than that, the desire is great in terms of getting some more help from the members to perform wash and polish so the aircraft can be released from maintenance "on time". There are still days that are not made for flying, and it is allowed to spend them washing/polishing!!

**Upgrade?:** We've also worked quite a bit on getting an upgrade of LN-FAW. Several alternatives have been discussed, but this has for now been put on hold, as new factors regarding aircraft procurement has come up.

**Revision:** Other than that, a lot of energy was spent and a lot of e-mails were sent to our people in the CAA to get our maintenance handbook approved, which only consisted of a few small changes from previous revision, but there has unfortunately been some changes and new procedures in the CAA that may have been the cause of it not being approved until late September.

### Aircraft fleet

**LN-AED** has in 2007 flown 337:50 hours technical time, and functioned adequately. The intercom was a problem that was finally solved. Other than that, a gyro was changed, as well as a few minor snags that have been trailing.

**LN-FAW** has in 2007 flown 298:15 hours technical time. The aircraft was put into the shop in March, and had a new engine installed as well as an annual inspection at Sola Air Service, and was ready for test flight at the beginning of June. There have not been any big problems. Went to Vassbotn at Notodden and got the 500 hours inspection performed in October. One altimeter has been removed due to faulty condition, and will not be replaced, as only one is required. Other than that, a few flight control cables that are worn are planned changed when the aircraft is due for annual inspection sometime in March/April 2008.

**LN-JAL** has in 2007 flown 297:10 hours technical time. It functioned pretty well until it went to Sun Air in Thisted, Denmark for a 100 hours inspection. There they found a seriously large amount of corrosion in the engine. This resulted in the engine being split and many parts had to be replaced. The engine block itself was reset. The aircraft was gone for almost 5 weeks in August/September. After this there have been smaller technical problems on the aircraft.

## **Rented aircraft**

**LN-ABT** has in 2007 flown 109:15 hours technical time. The aircraft is rented from Jarle Finsveen. This aircraft also got a new engine in 2007. There has been a little trouble with fuel indication. Other than that, it was put into the shop in December for 200 hours and annual inspection. It was also planned to change the propeller at the same time.

**LN-IKY** has in 2007 flown 275:40 hours technical time. The aircraft is rented from Holger Jørgensen. There has been a little trouble with the transponder, which ended up being replaced. Other than that, a turn-coordinator and attitude indicator has been changed. The aircraft was taken out of the club on short notice at the request of the owner in October.

Jan Magne Stanghelle  
Technical lead Sola Flyklubb  
25.02.08

## Annual report from flight safety lead for 2007

Yours truly started as flight safety lead 14.03.2007.

My plans and thought concerning the flight safety work were developed over the summer and presented to the board in September 2007. The board approved the plans that are covered further below.

In spring, an important point was edited in the club handbook. Previously, the formulation was:

*The flight safety lead shall, with the club's head of operations, ensure that the club flying activity is reasonable safety wise, and that the prevailing regulations are being adhered to at all times.*

It is clear that this is very hard to achieve in a club and on a volunteer basis.

The formulation is now as follows

*The flight safety lead shall, with operational leads, make arrangements so that flights performed with aircraft at Sola Flyklubb's disposal can be planned and executed in a safe manner and in accordance with prevailing regulations.*

This is in principle an important change as it is always the PIC that is responsible for flying in a safe manner and in accordance with prevailing regulations.

Furthermore, in spring, the life jackets for use in the club's aircraft were controlled and several have been thrown out. This due to physical wear and tear on the corner of the flotation element, this again due to careless handling and lack of follow up.

This was reviewed at the first flight safety theme night, and has since then been observed to have improved. The control for 2008 will be performed whilst AED/FAW are on 100 hours/annual inspection so that everything will be ready for the "season". Red and blue vests are still intermixed, in spite of clear notices above the vests. The vest hangers will be improved in 2008.

The following flight safety theme nights have been held this winter:

October 2<sup>nd</sup>, 2007: Information about flight safety theme night calendar, and plans for flight safety pages on the website. Airport markings/rules for airside traffic

October 30<sup>th</sup>, 2007: Airworthiness, technical condition, technical faults and reporting

January 30<sup>th</sup>, 2008: Collaboration with SFFK: Operational incident with Safir, faulty landing gear

I had plans for a flight safety theme night in November and December as well, but I have been able to get these organised. To more flight safety theme nights will be organised during spring 2008. The goal is to hold 9 monthly flight safety theme nights in the period from September till May. I have the list of themes ready for 2008, but am completely dependent on suggestions from you to ensure that we cover the themes you're interested in.

Participation has been variable, very good at the start, and a little reduced after a while. The main reason was probably that the first theme night was advertised for during the theoretical course, the rest only via the website.

We have concrete plans to develop a good flight safety tool on the club's website. As you've seen, the board is looking for a new "webmaster" and the lack of such with the capacity to developed the structure on these pages is the reason why you haven't seen anything there yet. I hope this will be in place during 2008.

There have not been any accidents or incidents with the club's aircraft in 2007. A search on the SHT's website for Sola Flyklubb, gave a very meagre result! The last incident with a club aircraft was registered in 2004.

The flight safety lead shall be the first to admit that the activity level for flight safety in 2007 could have been better. This has various causes, mostly due to personal capacity. I have clear ambitions to accomplish a significantly higher flight safety work in 2008.

Attached is a draft flight safety theme night calendar for 2007/2008, as well as an idea map for the flight safety pages. The plan is that the theme for the flight safety nights shall reflect the keywords in the "boxes" on the idea map, and that it will all be clickable and available online.

Øyvind Øglænd  
Flight safety lead

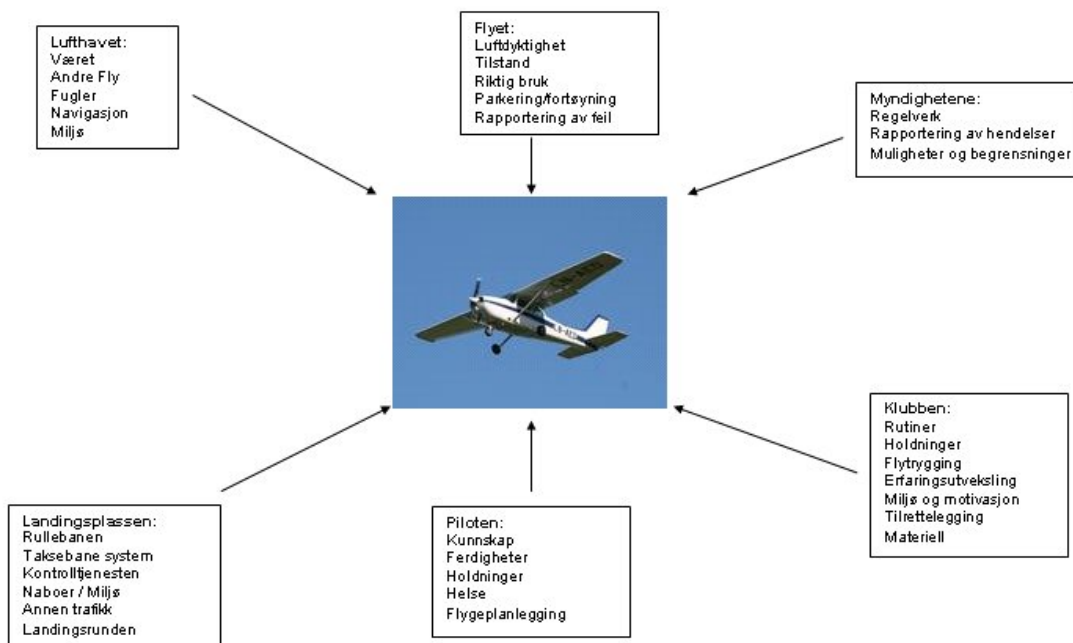
Attachment: Flight safety theme night calendar 2007/2008  
Draft flight safety pages

### Draft flight safety theme night calendar - Sola Flyklubb, fall and winter 2007 / 2008

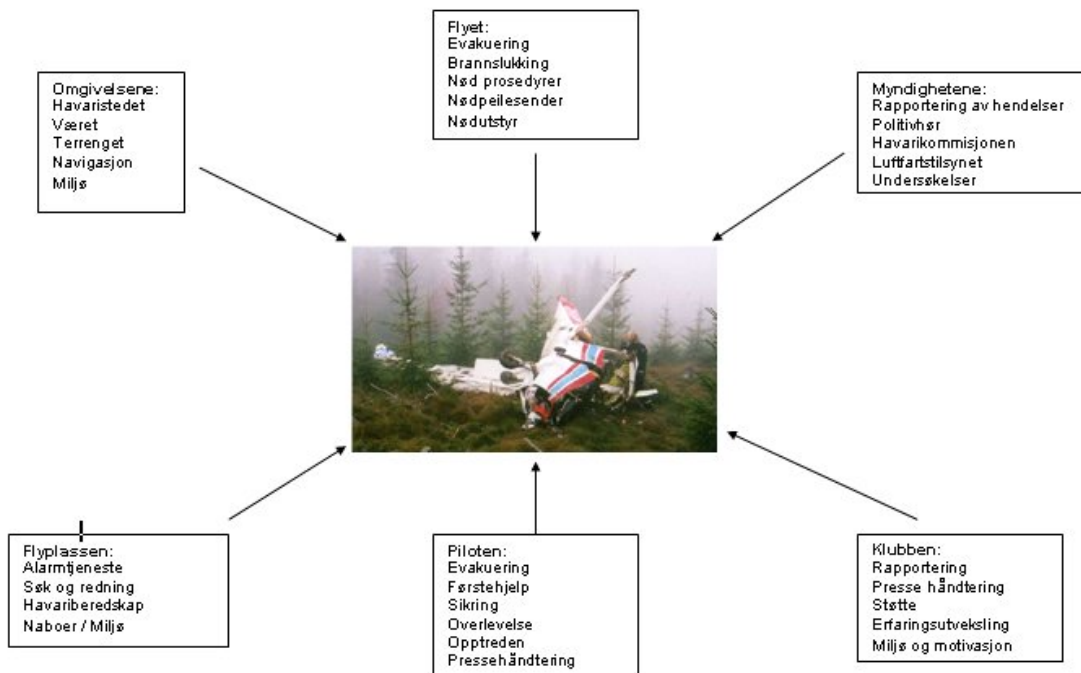
Date:	Theme	Lecturer
September	Taxiways: system, markings and behaviour	Remi Willassen
October	Technical errors: what do we do when they occur? What should we write down, where and how? What can we fly?	Flight safety lead
November	Operative incidents, reporting and behaviour	Someone with experience with this, or instructor or flight safety lead
December	Landing, technique and tactics (side wind, wake turbulence, and directional control. "Who sliced the tires")	One of our instructors, or other external expertise
January	Winter flying, icing on the ground and in the air, de-icing, operating on icy and snow-covered runways	Someone with experience her??
February	2007 incident run through. We sum up the past year for good and bad and learn from the mistakes of others	Flight safety lead
March	Flying in controlled airspace. Behaviour and communication. "Airspace infringements"	Again someone with ATC experience and license
April	Do you fly very little? How do you keep yourself up to date, and what should you be spending the flying time on?	Instructor
May	Fire and accident service. What do you do if the accident happens (and we're still able to do anything). Includes fire and accident rehearsal with the airport.	Representative from Avinor's fire and accident service
June	Summer break	
July	Summer break	
August	Summer break	
Other themes:	Behaviour after accident in terrain. What do we do to survive and be found?	Representative from 330 or NLA?
	Short field techniques. How do we, who come from a 2400 x 60m dry asphalt at Sola, land safely on a 500 meter wet grass runway with a width of 10 meter s? How can we practice this at Sola with causing trouble with the pattern?	
	Theoretical review. What have we forgotten that we won't admit? When did you use the flight calculator last?	
	Other???	

**FØR HENDELSEN!**

**FLYTRYGGINGS TANKEKART**



**ETTER HENDELSEN!**



NAK's Air service - Sola flyklubb's air corps

## **Annual report for 2007 from the air corps lead**

The air service's SAR service has in 2007 consisted of a crew of 9 incl. the air corps lead. We had a gathering in the clubhouse to review routines and equipment.

The air corps lead participated all winter through at several meetings in FORF related to a rescue exercise in April. Saturday April 21<sup>st</sup> 2007, Sola Flyklubb participated in the 2007 rescue exercise with many other organisations. The air corps lead was at the exercise site as an observer.

We participated with an aircraft and a crew of 3. Britt Victoria Høyvik, pilot, Tormod Olsen and Ragnar Stiansen as crew. Some persons discovered in the terrain, rescuers led there. Flight time of 2 hours and 45 minutes.

Later, in May, Britt Victoria also participated in the 2007 NAK meeting in Oslo.

It wasn't until the last day of the year that the SAR service was called out in relation to the drowning accident at Rennesøy after Christmas. Not long after being called out, we were again cancelled before we got that far. A submarine robot had found the last of the victims.

Several of the SAR crew have resigned from duty recently, one is in Dubai at the moment, on working at Østlandet and one more concerned with own aircraft. The service therefore needs new blood in 2008!

Daniel Kleppa  
lead

## Annual report from fire patrol lead for 2007

We started the season's fire patrol on March 31<sup>st</sup>. Experience crew with departure at 17:00. Two small campfires were observed. The next day a fire was reported in Forsand. The fire continued for several days and commercial flights reported almost continually. The place was in the mountains north of Frafjord, and was controlled by the fire department in Forsand. It posed no threat. During the patrol period from Saturday till Wednesday before Maundy Thursday, we discovered 4 campfires and in addition another fire, this one also outside our patrol area, namely in Bjerkreim, where a mountain top was burning.

The patrol pattern is well suited to effectively discover fires within the employers' area.

Then the season continued with frequent precipitation periods that never delivered anything close to conditions for danger of fire. Every time we thought we were getting close to two days with sun in a row, and e-mails were sent out to prepare more patrols, the sluices opened up.

Thought during the season that there must be a drought period – there's always been one before. But even the last months continued with frequent watering. No wonder the power stores are full.

Some facts for the 2007 season in keywords:

Number of fires etc.	1 fire reported 4 camp fires observed	
Participating municipalities	7	The municipalities connected to Brannvesenet Sør-Rogaland - IKS
Standby period	1. April – 15. September	First trip March 31 <sup>st</sup> – last trip April 3 <sup>rd</sup>
Patrol route	Sola, Sandnes, Kartavoll, Maudal, Brådlandsvatnet, Fidjavatnet, Byrkjedal, Høle, Vier, Østhusvik, Mortavika, Flatholmen,	Normal, no wind flying time: 1 hour
Allowable funds	. 40 000 NOK	
Number of trips	4	Total flying time : 4 hrs 20 min
Number of participants	9	4 mission commanders, 5 observers
Aircraft used	LN-FAW, LN -JAL	Cessna 172, Piper 28-181

The air service has, in winter and spring, replaced the equipment that was stolen in the break-in last fall.

We will soon perform a review of personnel for the service. Several new members have signed on, but didn't get to participate in 2007 due to no need. We will also organise courses in everything related to this service. It is important to stay up to date on more than just flying technical.

A big thank you also this year to Brannvesenet Sør-Rogaland for their kind contribution to the service. A thank you also to the volunteers who have been on the standby lists ready to respond.

For NAK's air service Sept. 15<sup>th</sup> 2007

Fire patrol lead Sola Flyklubb  
Daniel Kleppa

## Report from environmental lead/clubhouse board chairman for 2007

In 2007 there's been little activity on the environmental lead and clubhouse board chairman front, mostly due to the not very favourable weather in terms of BBQs, club trips and volunteer DIY work. We did, however, throw an annual party, BBQ, mulled wine and pub night, the latter two thanks to the initiative of Victoria and Kyrre Andersen. Thank you both! We've also been a few aircraft up at Stord for a BBQ. It was a nice trip, and we were well received by Stord Flyklubb. They were very eager to have visitors from Sola, so the next time you want to head up, get in touch with Stord!

Yours truly has not received any noise complaints during 2007, so I would like to thank all the members for actively following the noise prevention measures agreed upon in 2003 (and updated in 2006) with ATC. In 2007 I was contacted by Avinor with regards to what we do in terms of noise pollution. They were happy with the measures we developed with ATC, and did not want any immediate changes.

The annual party was a huge success, but it turned out to be a heavy work load and late night for the party committee. We're therefore returning to our prior format, with everything included (serving/cleaning/tidying). Hope this year's location and menu are to your liking, I'm convinced it's going to be great! The father of the managing director at Sjøhusene happens to be an old seaplane pilot, so he grew up in the GA environment. Maybe we can lure him back?

We had several break-ins fall of 2006, some equipment was lost, and there was also some vandalism. We've luckily avoided this in 2007, but this has just been a lucky break. Our members are not ensuring that windows and doors are closed and locked, and that the safety latches are one, so we can prevent further break-ins. This especially applies to the classroom. The window catches and safety locks MUST be in "active" position, as the windows are easily opened from the outside if the catches are not placed in a completely closed position. We now keep the light on in the club at all times in the hope that it will prove a deterrent, even though this unfortunately is neither power saving nor environmentally friendly.

Avinor repainted P13 in 2007, and new tie downs were put in place. A big thank you to Atle Tjelta who helped us with this.

Due to amongst other things many travel days and high overtime for yours truly, until Sept. 1<sup>st</sup>, there was little time for social activities and volunteer DIY sessions. With a new job and no overtime, I transfer to 2008 the goal for 2007 to develop a social calendar so we can have some more predictability in terms of events. The start of the social year 2008 will be the annual party on March 29<sup>th</sup>. Registration deadline is **March 14<sup>th</sup>**, 3 days after the annual meeting. Ideas/requests for social events are received with thanks. Some potential items on the agenda for 2008 are:

- BBQs
- "Getting to know each other"-night for new members/pilots combined with pub-/film night
- Mini-DIY session– pavement blocks, lockable garbage shed, painting of briefing room, stairs/ramp, spring cleaning of the clubhouse and other small stuff
- Trip abroad/Fyresdal-weekend

The club depends on the volunteers who help out as needed, so all members are hereby encouraged to come out and help where needed, in terms of maintaining the clubhouse, hangar and aircraft. Without volunteers the club has to buy services, and then the hourly rate increases.

I'd like to thank Britt Victoria Høyvik and Atle Knutsen for their efforts in 2007. They've given freely of their time, and have been of great help to yours truly.

Thank you for the past year, and hope to see you at the annual party!

Michelle Sandra Aitken  
Environmental lead & Clubhouse board chairman