



COPA AGM FLY-IN AT LANGLEY THIS SUMMER



Mark your calendars! June 24-26, 2011

The COPA Fly-in AGM will take place at Langley Airport on the weekend of June 24-26 and will run concurrently with the Langley Aero Club's Annual Fly-in. Float planes will be welcomed at Fort Langley (PPR is waived for this event) and Pitt Meadows airports. Larger twins and aircraft requiring a longer runway are best accommodated at Pitt Meadows with its 4,692 foot runway, 26L-08R. Pitt Meadows is only a few minutes drive from Langley. Early Bird registration includes a ticket in the prize draw for a 406 MHz ELT provided by Maxcraft Avionics Ltd.!

COPA is looking for volunteers for this event (greeters, drivers, etc.) Contact Tim Cole colewt@smarrt.com.

99'S POKER RUN IS ON AGAIN

We will host the 99's 30th poker run Sunday, May 1 (rain date May 15), Pitt Meadows, BC (CYPK): Rescheduled from Fall of 2010. Open to all pilots . . . everyone welcome. Abbotsford, Boundary Bay, Chilliwack, Delta Airpark, Langley, Squamish, Victoria, Pitt Meadows (terminus). Lots of fun & prizes; funds raised go towards aviation scholarships & projects. For more information watch for a poster, or check www.bccoast99s.com, or call Raeleen at 604-837-4148.



THE SUPREME COURT OF CANADA AND YOUR FREEDOM TO FLY

BY: KEVIN PSUTKA - PRESIDENT AND CEO AND GLENN GRENIER - COPA LEGAL COUNSEL

Who has the final say as to where an aerodrome may be located in Canada: the federal government, the provinces, or both?

According to the Supreme Court of Canada (“SCC”), the unequivocal answer is the federal government alone. In the first of two decisions released October 15, 2010 which were sponsored by COPA’s [Freedom to Fly Fund](#), the SCC ruled that a provincial law which prohibited non-agricultural land uses in provincially designated agricultural zones could not apply to aerodromes. In the second decision, the SCC ruled that a municipal by-law, which prohibited the use of a specific lake as a water aerodrome, was beyond the jurisdiction of (“*ultra vires*”) the municipality and thus, the by-law could not apply to the aerodrome. In the result, the owners/operators of the aerodromes in question remain free to carry on their aeronautical activities unhindered by provincial or municipal prohibitions to the contrary.

from COPA November 3, 2010



Fuel system update

The new south side fuel system should be completed by the end of March. To this end Western oil Services have been engaged to manufacture new “gasboy “ stands for the two pumps, provide piping between the tanks and “gasboy” dispensers, plus install and commission the dispensers, hose reels, card readers and associated equipment. Komodo Electric will complete electrical and telephone wiring, as well as install the lamp stands. Cantest Solutions Inc. have been engaged to pressure test the completed system and certify the final installation prior to operation.

On the north side we have received approval from Transport Canada. Neale Engineering will prepare structural drawings for the fuel pad permit approval. Generate Project Solutions have been engaged to carry out site preparation and to construct the pad. Brandon Warner has offered to assist with excavation and site preparation.

PHOTO PAGE



I wonder how my car (the black Volvo) got in this photo. Joanne



Always brake after touchdown.



Horst Bauerle, Horst Romani



Wilf Cherneske



Horst & Horst



Joanne McCracken

TRAGEDY OVER DEROCHE

Patrick Lobsinger, 70, of Surrey and Don Hubble, 60, of Langley, crashed while practicing formation flight. Lobsinger was a passenger, while Hubble was pilot of the downed Cessna 150.

Hubble and Lobsinger were pulled from the frigid, waist-deep water of Nicomen Island Slough in the Deroche area east of Mission by rescue crews and passersby shortly after the crash. Lobsinger died on scene. Hubble died later in hospital. The pilot of the second plane, Paul Knapp of Pitt Meadows, who is in his 50s, managed to land safely in a farmer's field.

"It's a sad day for all of us who knew Don," said Dave Turnbull, president of the Boundary Bay Flying Club of which Hubble was a member. "Don was a very gentle person. He was a gentleman's gentleman."

For Hubble's grieving family, there was some solace, albeit small, in the knowledge that Hubble, who carried a reputation as a confident and accomplished pilot, died doing something he was passionate about.

Hubble's daughter, Kathy, a pilot herself who flew with her father, told The Province her dad was the leader of an annual Remembrance Day fly-past. He also was part of a 2009 formation flight in honour of Canada's first powered flight.

Michelle Willis, one of three of Lobsinger's daughters, said her father, a former recreational pilot, also loved flying. Some of her childhood memories are of sitting in the cockpit with him during flights between Saskatoon and Vancouver.

She said her dad was a retired Vancouver teacher who worked with troubled students, often using outdoor education as a means of breaking through to them. He also dedicated countless volunteer hours to the Delta Hospice Society, she said.

"He was a mentor to lots of kids — he didn't give up on them," she said. "He was just really amazing."