

Cooking Lake Airport

**Celebrating 100 years as Canada's Oldest
Operating Airport 1926-2026**

**Prepared for: Priorities Committee Meeting
Strathcona County**

April 8, 2025



Airport History and Overview

- Canada's oldest operating public airport - founded 1926. Celebrating 100 years in 2026
 - 1933-1970 City of Edmonton
 - 1970-1995 Alberta Transportation
 - 1995-2012 Edmonton Airport Authority
 - 2012-2024 Volunteers
- 30K-35K aircraft movements per year
- CBSA approved for international arrivals
- Operated/funded entirely by volunteers
- Recently approved for re-paving by AB Ministry of Transportation (Nov, 2024)

Airport uses

Medical Transport

Flight Training

Pipeline Inspection

First Nations Dental

Corporate Aviation

Air taxi/charter

Wildfire Suppression

Customs clearance

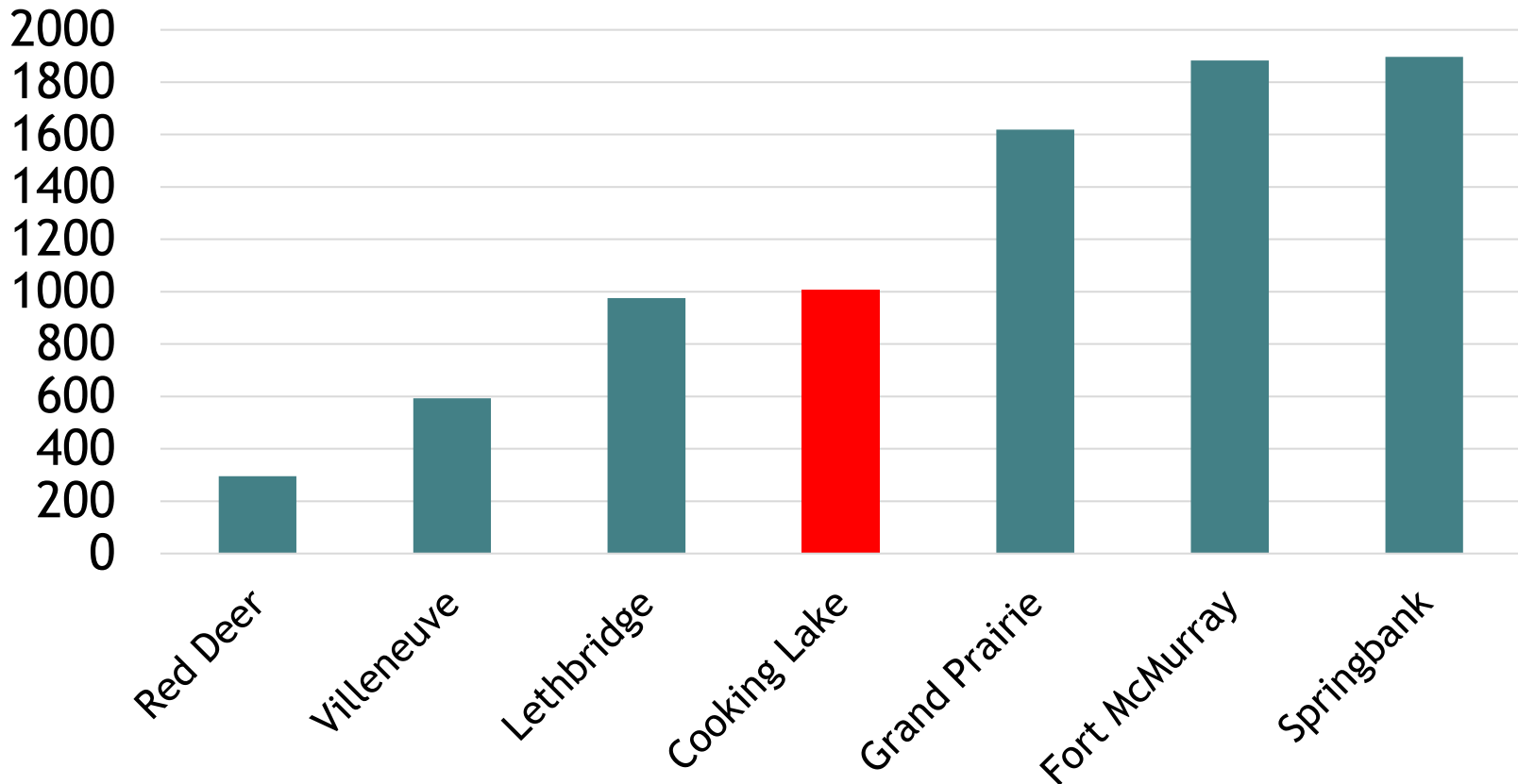
Aerial Survey

Search and Rescue

Aircraft Maintenance

Recreation

Alberta's Busiest Community Airports



Source: Flightaware.com

Funding eligibility

- Minister Devin Dreeshen, Alberta Transportation and Economic Corridors and Minister Nate Glusbish, Technology and Innovation and our region's MLA toured Cooking Lake in June 2024 with our Board's Leadership and Strathcona County Mayor Rod Frank and area counsellor Glen Lawrence to discuss Cooking Lake Airports unique ownership structure and the airport's need for \$3.5 million to rehabilitate runway, primary taxiways, and ramp.
- To resolve Cooking Lake Airports funding eligibility, we called for
 - Alberta Transportation to own public-use aeronautical facilities, including Cooking Lake Airport airside and volunteers to lease back and manage/fund airport operations-given this is already the structure for the Cooking Lake Seaplane base on this property. The province owns it and the volunteer board has the lease to manage and maintain it.
- In November 2024, we received notice that Cooking Lake Airport is in a unique position and is now eligible for government funding to repave the runway.

Celebrating 100 Years as Canada's Oldest Operating Airport

- Engaging whole community as partners
 - Town of South Cooking Lake
 - Strathcona County
 - Canadian Forces
- Aviation Partners
 - CASARA
 - COPA 176
 - AB Aviation Museum
 - Other airports and aviation businesses
 - Buffalo Airways
 - Flight Schools



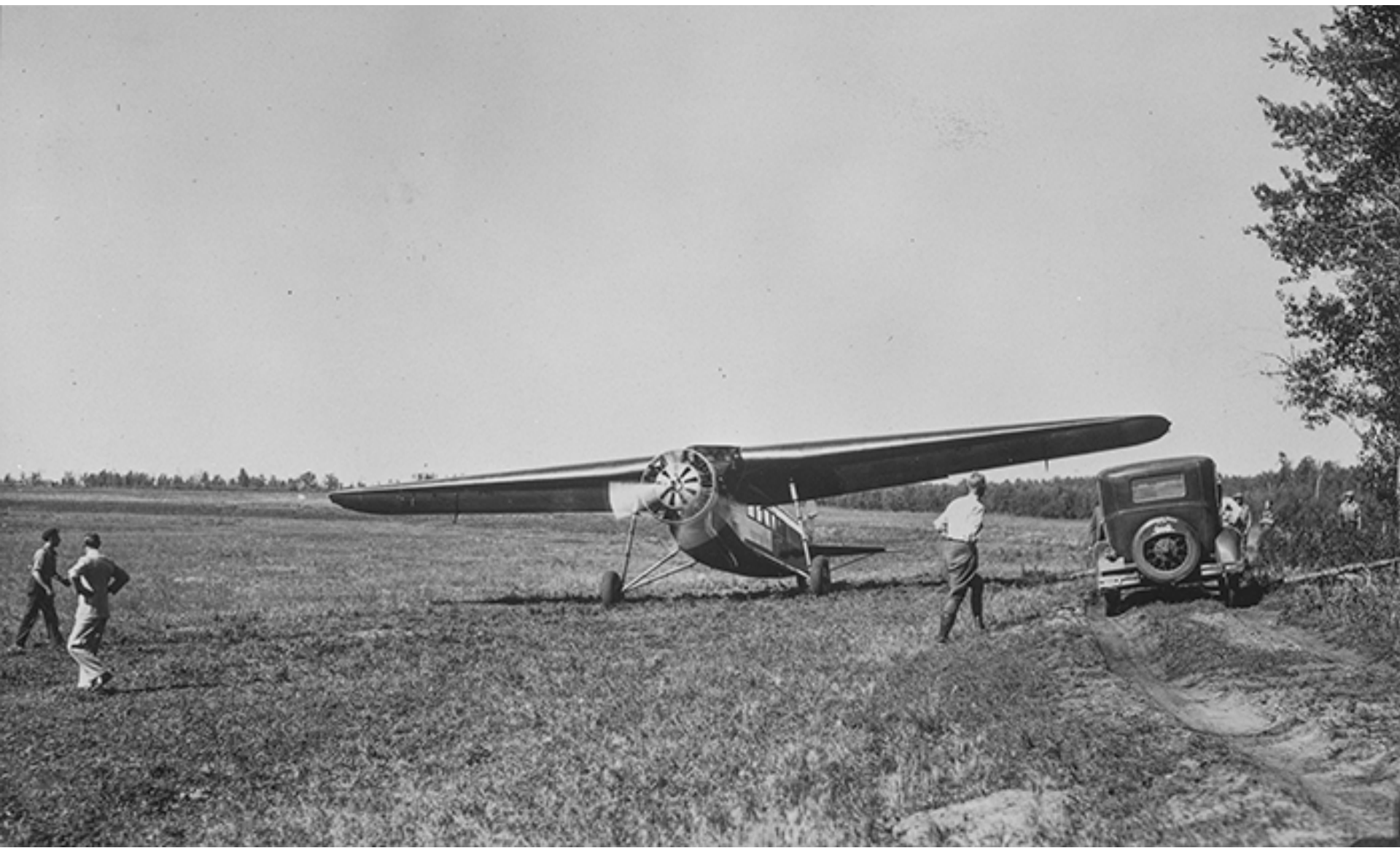




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Cooking Lake Airport and Seaplane Base part of the early network of airports opening up the North. It was used by commercial operations, the royal mail service, the US army, pipeline operations and more.

CANADIAN AVIATION

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Canadian Pacific Air Services

1. Glacier Coast Airways	5. Pacific Airways
2. Yukon Southern Air	6. Kananis Airways
3. United Air Services (Northern Air Service and Canadian Airways)	7. Chukchee Airways
4. Starrett Airways, Wings, Ltd. and Canadian Airways Ltd.	8. Dominion Skyways

★ Air Ferry Training School (operated by C.P.R. consolidated company) ✚ Flies and engine overhaul plant

***** T. C. A.

From Atlantic to Pacific. From the T.C.A. Main Line to the Arctic and the Alaskan Border, the "Bush Routes" are Being Consolidated as the C.P.R. Builds an Air Empire.

Canadian Pacific Air Services

THE Canadian Pacific Railway has emerged as an aerial empire builder, having consolidated under its control virtually all the main transcontinental airlines. A prolonged process of negotiation has culminated in establishment of C.P.R. as a powerful influence in the present and prospective development of Canada's non-military aviation.

The present effect of C.P.R. control of the northern air services is seen in bush operations, elimination of duplicate services, the consolidation of new airline equipment to provide more efficient service.

For the future, the Canadian Pacific will be in a position to advance the interests of Canadian air transportation, not only in the mineral and fur-trade treasuries of the northland, but probably over the "roof" of the Pacific to the Orient and beyond.

The nationwide network of air services organized under the C.P.R. already is being bush operators themselves, the company having pursued a policy of retaining experienced personnel from the former individual flying concerns.

There are two Territories, Eastern and Western respectively, with Arthur as the boundary between them. The Eastern Territory is to be supervised by C. H. "Punch" Dickens, famous general northern pilot who became Canadian superintendent of Canadian Airways (1935-1940) and subsequently has been operating manager of the R. A. F. Ferry Command assistant to L. B. Unwin, vice-president of finance of the C.P.R., who has been Executive personnel of the Western District has been announced, the other District is in the process of organization.

Grant McConachie, formerly president of Yukon Southern Air Transport, is in charge of Western Territory operations as Assistant to M. W. Neil, vice-president of Western Lines of the C.P.R. With headquarters at Winnipeg, McConachie already has started to build the framework of a pyramid of responsibility within which the western services will operate.

The Western Territory has been divided into two Districts. One includes four Divisions: Vancouver, Yukon, Mackenzie and Saskatchewan and will be administered from Edmonton. The other comprises services in Manitoba, western Ontario, and the northern Territory tributary to both.

EDMONTON

Gateway to the North

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thriving capital city of Alberta and premier commercial airport in a \$4,000,000 customer in the north. He is the mining man's cracking open vast natural treasure vaults of the northland, and his major supply base and mining camp is illustrated in the above layout. Commercial aviation as the vital ends on availability of supplies. Commercial aviation as the vital ends on availability of supplies. Commercial aviation as the vital ends on availability of supplies.

The centre spread shows the municipal airport with its three hangars and 3,400-foot runways (to be extended to 3,800 feet). Inset pictures: Backley Grow (left) and Lockheed 14 (right).

At the top, left to right, are aerial views of northern mining camps: A portion of the Consolidated camp at Yellowknife; general view of Yellowknife settlement 800 air miles north of Edmonton; and the Negan mine near Yellowknife.

view of the parliament buildings and part of the business section.

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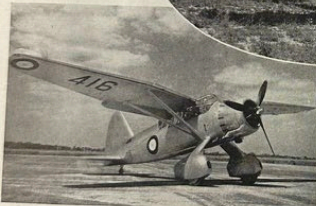
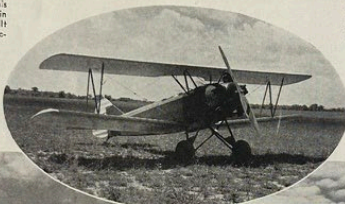
CANADIAN AVIATION

CANADA PRODUCES



LEFT: The Bristol Bolingbroke general reconnaissance bomber. This particular machine is the first of 16 to be manufactured by Fairchild Aircraft Ltd., Longwood, Que., for the R. C. A. F. Powered with two Bristol Mercury VIII engines, the Bolingbroke has a maximum speed of 295 m.p.h. at 15,000 ft. It is the "long nose" version of the Bristol Blenheim and is also being produced in large numbers in England. The Bolingbroke is regarded as one of the world's most efficient and formidable aircraft in its class.

RIGHT: More machines of this type have probably been built in Canada than any other type. It is the Fleet Trainer, manufactured by Fleet Aircraft Ltd., Fort Erie, Ont. With large numbers already in use in Canada, for both civil and military training, hundreds more will be used for elementary pilot training in the Commonwealth scheme.



ABOVE: The Westland Lysander army co-operation monoplane, powered with a Bristol Perseus XII 905 h.p. sleeve-valve engine. An order for 28 of this type was placed with National Steel Car Corp. Ltd., whose aircraft factory is located at Malton, Ont.

RIGHT: The Blackburn Shark torpedo spotter-reconnaissance biplane, an order for 17 of which was placed with Gosport Aircraft Co. of Canada Ltd., Vancouver, B.C. With the exception of engines and propellers, these Sharks are completely manufactured and assembled at Vancouver. The Shark is powered with a Bristol Pegasus engine.



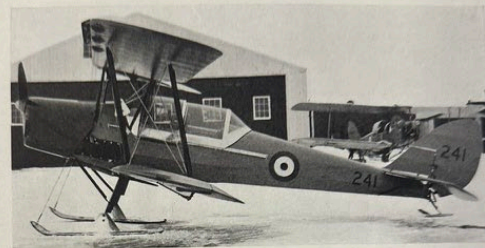
BELOW: The Hawker Hurricane single-seat interceptor fighter, in production at the Fort William plant of Canadian Car & Foundry Co. Ltd. for the British Air Ministry. This plant's 500,000 sq. ft. of uninterrupted floor area and 625 employees place its production capacity at or near the top in the Canadian aircraft industry. The Hurricane is powered with a Rolls Royce Merlin engine of 1,030 h.p. and has a top speed of 334 m.p.h.

JANUARY, 1940

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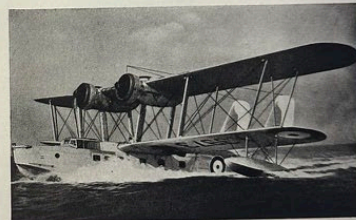
THESE MILITARY AIRPLANES

• Shown on these two pages are the various types of military airplanes that are being or have recently been manufactured in Canada for the Royal Canadian Air Force or for the British Air Ministry. While such other Canadian-made types as Noorduyn Norsemans, Fairchild's and Northrop's are in use by the Air Force, they were not designed as military types and hence are not shown.

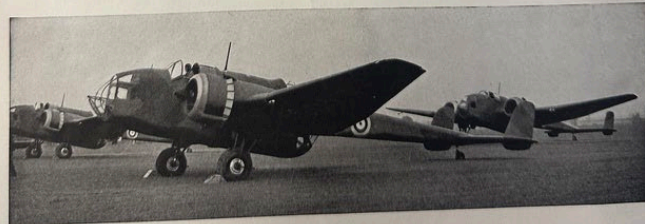


RIGHT: The De Havilland D.H. 82A Tiger Moth, large numbers of which are in use in England, Canada and elsewhere. Along with Fleet Trainers, many hundred Tiger Moths will be used for elementary training in the British Commonwealth A.C. Training Scheme. They are built in Canada by De Havilland Aircraft of Canada Ltd., Toronto, and are powered by 130 h.p. Gipsy Major engines.

RIGHT: Canadian Vickers Ltd., Montreal, were given a sizeable order by the R. C. A. F. for this type, the Supermarine Stranraer. Largest airplanes ever built in Canada, the Stranraers are powered by Bristol Pegasus engines and are in use for Canadian coastal defense. The aircraft shop in which the Stranraers are built has approximately 103,000 sq. ft. of floor space, with some 400 men employed.



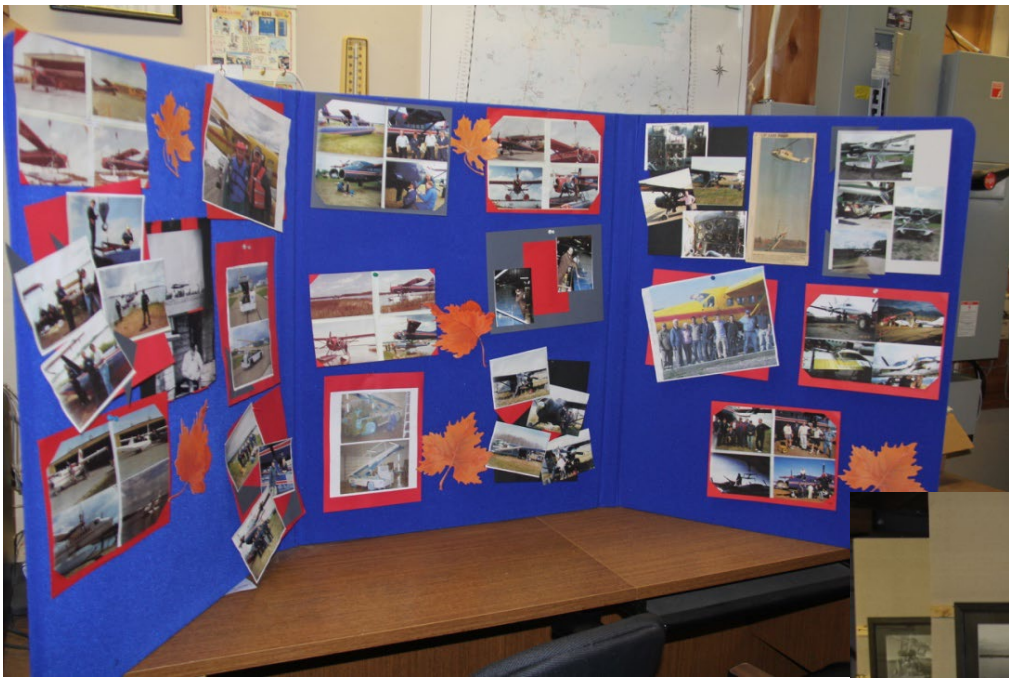
BELOW: A group of Handley Page Hampden medium bombers, of the type being built in Canada for the British Air Ministry. Co-operating in their manufacture are Canadian Associated Aircraft, De Havilland, Fleet, Canadian Vickers, Canadian Car, Ottawa Car and National Steel Car. Each Hampden is powered with two Bristol Pegasus engines.



Plans to date: September 12, 2026

- Fly in BBQ
- Static Display
- Fly over Canadian Forces
- Display Booths
- New Logo (unveiled soon)
- Curated History in Photos
- Gala
 - Entertainment
 - Guest Speakers
 - Dinner
 - Live Band
 - Live and silent auction





Where Strathcona County could help

- Continued engagement
- Support for equipment day of event
 - Outdoor toilets
 - Large tent in case of inclement weather
 - Ideas?
- Legacy Signage
- Ideas? Questions?

Contact:

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