

# BOB LEE FLIGHT STRIP

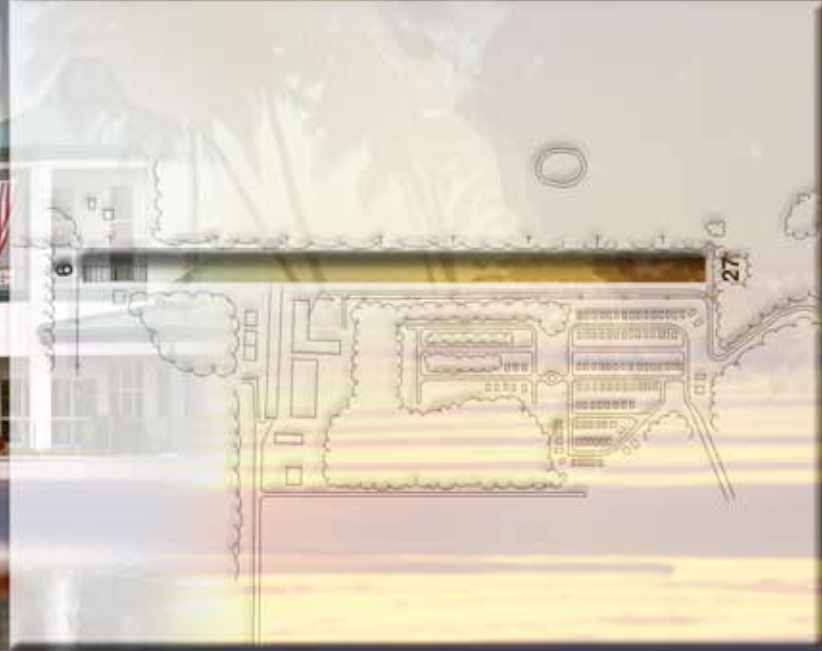
DELAND  
GENERAL AVIATION AIRPORT



## AIRPORT LOCATION



Bob Lee Flight Strip is located in Volusia County approximately four miles north of DeLand.



## Existing Facilities and Future Development

Bob Lee Flight Strip is served by one grass runway. Runway 09/27 is 3,300 feet long by 110 feet wide and is in fair condition. There are no taxiways. There are currently 10 aircraft in T-hangars and 7 tied down. An extensive fire occurred in 2002 destroying a number of wooden hangars and aircraft. The post fire clean-up is complete.

The airport was sold by the Bob Lee family to K1J6, LLC in December 2007. The new owners submitted development plans to Volusia County in early 2008 to improve the airport's facilities. Volusia County approved the proposed development in October 2008 that includes a 10,000 square foot maintenance hangar and office, 40 T-hangars, 16 box hangars, a 12,000 gallon self-service Avgas facility and paved runway. An improved and paved access road will be provided to access the box hangars located on the southeast side of the airport.

A residential "fly in" community of 32 upscale "hangar homes" is under construction on an 80 acre site north of the airport. All homes will have taxiway access to the airport through an easement agreement between the developer and the airport owners.

Presently, however there has been no master plan or airport layout plan prepared for this airport.

## Current and Forecast Demand

### GENERAL AVIATION

The largest plane that uses Bob Lee Flight Strip is a single-engine. The current Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for the airport is A-I. Recreational flying constitutes a considerable portion of the airport's annual activity. The airport currently reports 17 based general aviation aircraft. Of this total, approximately 40 percent of the aircraft are stored on paved tie-downs, and 60 percent are in T-hangars or conventional hangars. The airport presently reports no waiting list for hangars.

The airport has no aviation training programs that are connected with any of the local colleges, universities, or technical schools. Historic and forecast FDOT aviation activity information on file for Bob Lee Flight Strip is as follows:

Bob Lee Flight Strip	2008	2013	2018	2028
Based Aircraft	16	17	19	22
General Aviation Operations	3,000	3,076	3,153	3,315
Commercial Operations	N/A	N/A	N/A	N/A
Enplanements	N/A	N/A	N/A	N/A

Source: FDOT Aviation Office.

### COMMUNITY SERVICES

In its current role, the airport focuses primarily on recreational flying/support and has many experimental and vintage aircraft at the airport. It is estimated that about half of the training is locally generated and the other half are transient aircraft on cross-county and/or practicing grass field operations. The airport's future role is not limited by past financial constraints. The

airport's vision for its future is to become an upscale recreational flying location with a full service FBO, new T and Box hangar facilities, improved access, together with a co-located upscale "fly-in" community.

Flight training is a very small component of this airport's general aviation activity. Roughly 1 percent of the airport's annual operations are related to flight training. Recreational flying is estimated to be 99 percent of annual operations. One or two of the tenants may use their aircraft for an occasional business trip, but their primary use is recreational.

## OTHER AIRPORT CHARACTERISTICS

The airport was originally two government owned lots and encompassed approximately 80 acres. The Lee family purchased the property in 1952. The family promptly sold 50 acres and the airport now has approximately 32 acres of which 20 acres is used as the landing area. As a side note, Bob Lee was in air traffic control since 1942 and was a controller for approximately six years. He came to DeLand in 1952 and operated his own aircraft from DeLand Airport. Eight years later, he started the airport now known as Bob Lee Flight Strip. The airport experienced a catastrophic fire in 2002 which destroyed several hangars, as well as aircraft and airfield maintenance equipment. Twelve aircraft were lost in the fire; however, 23 aircraft endured the fire.

## CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides Recreational/Sport, Business/Recreational (sightseeing, banner towing, agricultural spraying) services. The airport plans to increase its recreational operations. Analysis shows that the airport is best suited to provide Recreational/Sport service, with some propensity to provide Tourism (CA) service.

COMMERCIAL SERVICE ROLE	<u>Current Service</u>	<u>Future Service</u>
Tourism		
Business		
Air Cargo		
International		
GENERAL AVIATION AIRPORT ROLE		
Flight Training	X	
Corporate		
Tourism		X
Recreational / Sport	X	X
Business / Recreational	X	X