

Bob Lee Flight Strip



FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORTS OFFICE

Airport: Bob Lee Flight Strip (1J6)

City: DeLand, Florida

County: Volusia County

Owner: K1J6

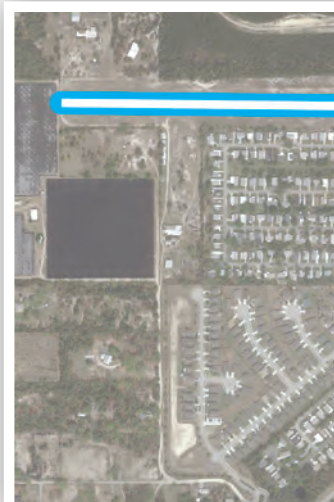
Role: General Aviation Airport

Located in Volusia County, approximately four miles north of DeLand, Bob Lee Flight Strip serves the general aviation needs of the local community. With its single 3,300-foot turf runway, the airport can accommodate small single-engine GA aircraft.

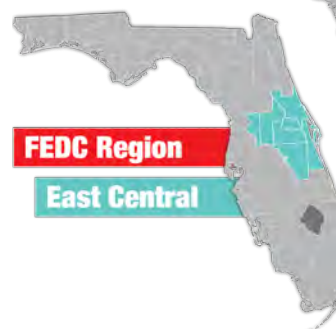
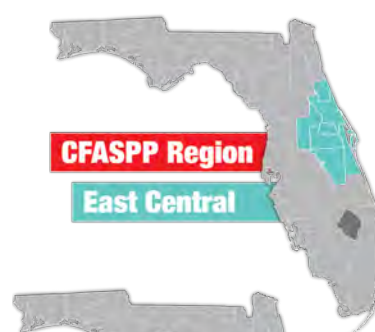
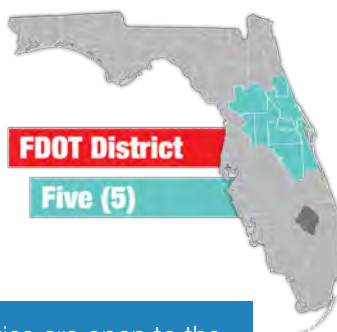


Existing Facilities

Bob Lee Flight Strip has one turf runway, Runway 9/27, in fair condition. The runway is 3,300 feet long by 72 feet wide. The airport has ten covered parking spaces and another seven tie-down spaces. A large fire destroyed much of the airport's facilities in 2002. In 2008, Volusia County approved a development plan for a 10,000-square foot maintenance hangar, 40 T-hangars, 16 box hangars, a 12,000 gallon self-service fuel farm, and a paved runway.

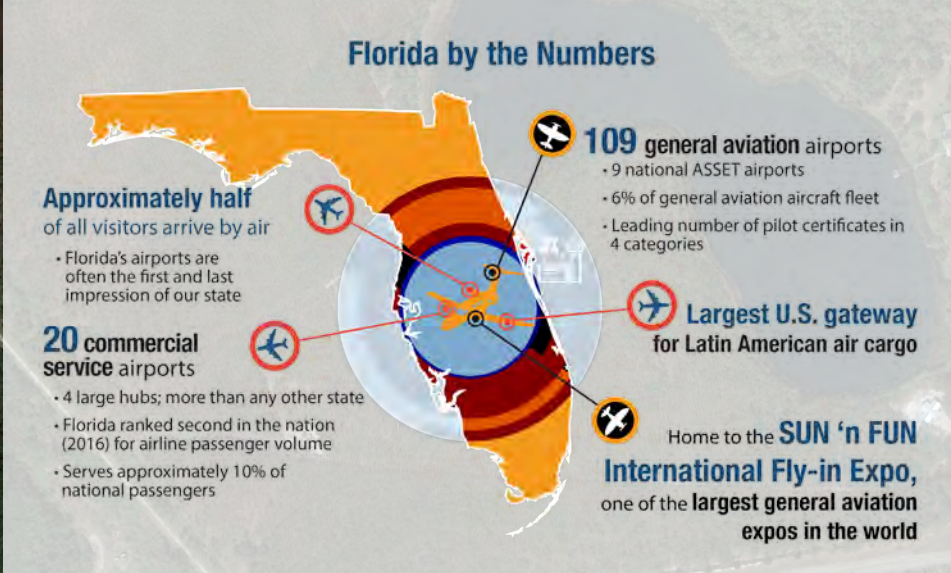
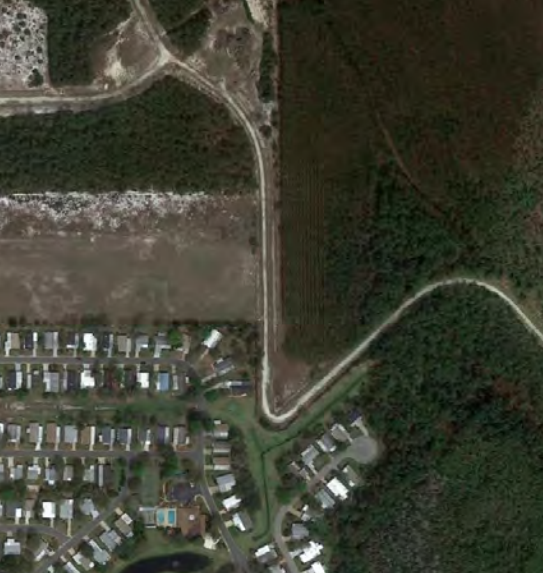


Airport Classification

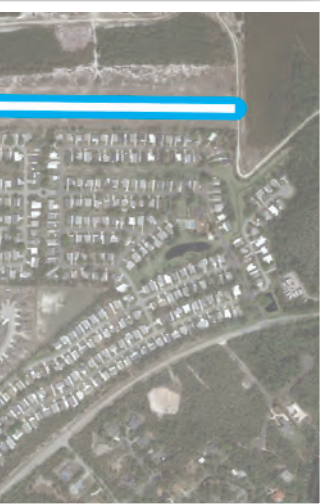


Twenty-three privately-owned aviation facilities are open to the public throughout Florida including Bob Lee Flight Strip. These facilities generally comprise fly-in communities with grass strips or contain short paved runways that primarily serve the recreational general aviation public. Although these facilities are owned and operated by private individuals or companies, the facilities are open to the public for aviation use.



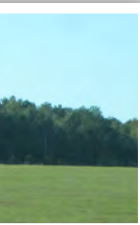


Community Service



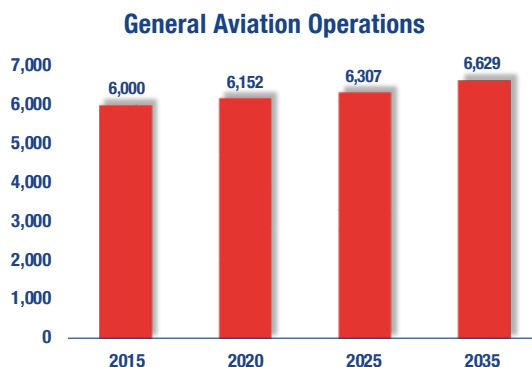
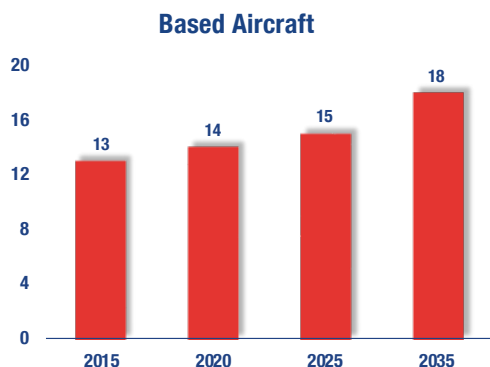
Bob Lee Flight Strip, as a privately owned-public use airport, primarily focuses on sport and recreational aviation operations. Some flight training also occurs at the airport. It is estimated that 99 percent of all operations at Bob Lee Flight Strip are recreation-related.

Local GA operations constitute the majority of activity at the airport, with a small amount of transient operations from cross-country flyers or aircraft practicing turf runway operations.



Current and Forecast Demand

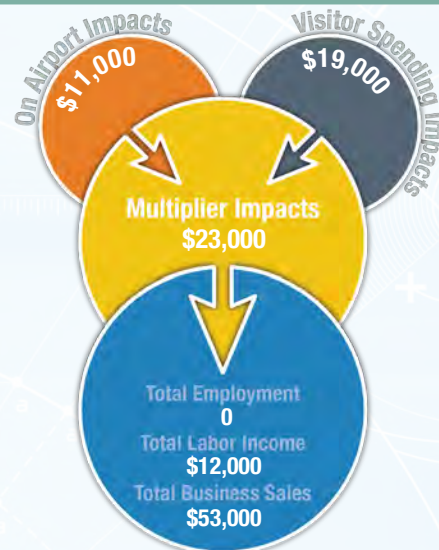
According to Florida Aviation System Plan data, there were 16 aircraft based at the airport in 2014. Also in 2014, there were 6,000 GA operations at the airport. The current Airport Reference Code for Bob Lee Flight Strip is A-I.



Economic Impact

The airport primarily supports recreational flying and includes many experimental and vintage aircraft amongst its based aircraft. A small number of flight training operations also take place at the airport. Bob Lee Flight Strip has no on-site tenants.

The annual economic impact of Bob Lee Flight Strip is associated with direct impacts that come from operations at the airport and construction projects that are undertaken by the airport. Indirect impacts are associated with spending from visitors who arrive in the area via GA aircraft.



Economic data for this airport are based on data from the 2014 FDOT Statewide Aviation Economic Impact Study, adjusted for inflation in 2017 dollars.

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 himself was involved in air traffic control beginning in 1942, working as 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.

General Aviation Airport Role



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