



Lost Nation Airport Master Plan

Fact Sheet 1



Aerial of the
airport from
June 2016

Lost Nation Airport (LNN), owned and operated by the Lake County Ohio Port and Economic Development Authority (LCOPEDA), is a public-use, general aviation facility. The airport sits on approximately 400 acres in the cities of Willoughby and Mentor in Lake County. It has two active runways and also supports non-aviation facilities such as the Lost Nation Sports Park and the Players Club banquet facility. It provides airport services such as fuel sales, aircraft parking, hangar rentals, aircraft maintenance and repair, aircraft line services, charter flights, aircraft rental, flight instruction, courtesy car, and pilot's lounge.

What is the history of Lost Nation Airport?

In 1929, an 88-acre farm owned by the Osborn family was first used as a flying field. In 1931, a group of airplane owners relocated their airplanes from Old Lake County Airport in Mentor, Ohio, to the site, now known as Lost Nation Airport. Initial construction included three turf runways and a 10,000-square-foot hangar. During the 1930s, the airport was operated by Dewey Eldred's Flying Service.

In 1940, the airport was purchased by local industrialist Kent Smith. During WWII, while Dewey Eldred was assisting with the war effort, the airport was operated by the Civil Air Patrol. Mr. Smith began to acquire property

surrounding the airport and by the conclusion of the war, it had grown to approximately 250 acres.

William McNeely was the airport manager at the start of the war, and the founder of General Aviation, Inc., which began to operate the airport in 1946. During Mr. McNeely's 40-year tenure, the airport saw consistent growth corresponding with aviation demand. The airport remained under the ownership of Kent Smith and management of William McNeely through the late 1970s when Mr. Smith bequeathed the airport to Case Western Reserve University. The university felt it would be better served by liquidating the asset. At that time, the cities of Mentor and Willoughby considered a joint purchase

Lost Nation Airport History

1929	An 88-acre dairy farm owned by the Osborn family is first used as a flying field
1931–1932	The airport is established on land owned by Oscar Sutton. A group of airplane owners relocates from Old Lake County Airport. Original facilities include a 10,000-square-foot hangar and three turf runways
1942–1946	Operated by Civil Air Patrol. The airport grows; land acquisition totals 250 acres.
1946	Operated by General Aviation, Inc., founded by William McNeely
1952–1953	Runway 9-27 is paved and extended to 2,500 feet. Three hangars are constructed.
1956	Runway 5-23 is constructed.
1961	A control tower is constructed and runways 9-27 and 5-23 are extended to 5,000 feet by 100 feet.
Late 1970s	Kent Smith bequeaths the airport to Case-Western Reserve University. The university decides to sell the airport.
1982	The airport is designated a reliever for Cleveland Hopkins as part of the Airport Improvement Program.
1986	The City of Willoughby purchases the airport.
2006	City of Willoughby asks Lake County to take over airport assets.
2014	Transfer of real estate from the City of Willoughby to LCOPEDA. FAA designates Lake County and LCOPEDA to become co-sponsors of the airport.
2015	Airport receives FAA grants for improvements including installation of AWOS, repairs to Runway 5-23, and a master plan. The airport receives an ODOT grant for 2016 repairs to Runway 10-28



A transient 1996 Dassault-Breguet Falcon 50 in Classic Jet Center's hangar.

of the airport and it was designated a reliever for Cleveland Hopkins as part of the Federal Aviation Administration (FAA) Airport Improvement Program (AIP). The City of Mentor had an agreement with the City of Willoughby to pursue the airport in a joint venture, but opposition in Mentor forced a referendum vote by the public. Because of the timing of the referendum vote and FAA funding availability, the City of Mentor was ultimately forced to back out. With unanimous City Council approval, the City of Willoughby purchased the 395-acre airport with FAA funding, and it was renamed Willoughby Lost Nation Municipal Airport.

The 1990s, especially toward the end of the decade, was a period of growth for Willoughby. The airport, however, was perceived as a burden, requiring an investment by the City to cover operating expenses. During this period, there was a lack of investment in infrastructure and maintenance was deferred. The privately financed air traffic control tower was demolished because it was an obstruction to the air space, and was not expected to receive federal funding for operation in the near term. In 2006, the City of Willoughby asked Lake County to take over the airport, and it was tentatively scheduled to be shut down in March 2016. In 2007, the Lake County Ohio Port and Economic Development Authority (LCOPEDA) was established and a study of the airport was conducted. On October 8, 2014, ownership of Lost Nation Airport was officially transferred from the City of Willoughby to the LCOPEDA.

How does LNN benefit the community?

The airport is a valuable asset that brings numerous social and economic benefits to the community. It serves as a gateway to Willoughby, Mentor, and the rest of Lake County, providing a base for private pilots, local businesses, educational institutions, flight instruction, and other services. A few community benefits include:

- Valuable space for a local law enforcement base and firefighting and police training
- Local boy and cub scout meetings
- Air shows
- Wings & Wheels and pancake breakfast fly-in/drive-in events
- Tours, airplane rides, and up-close looks at aircraft as auction items for local groups, charities, and fundraisers

Local spending by airport employees on housing, food, and other services contributes to the local economy.

Other direct economic benefits include purchases by the airport (e.g., fuel and maintenance parts) and construction/maintenance projects. Indirect benefits include the value of the airport to local and regional businesses and the airport's support of career training and scholarship programs, community events, and the preservation of green space.

The 2014 Ohio Airports Focus Study documented that the combined direct

and indirect employment resulting from the airport is 117 FTE (full-time equivalent) jobs, \$2.9 million in payroll, and \$9.4 million in output.

Why does the airport need a master plan?

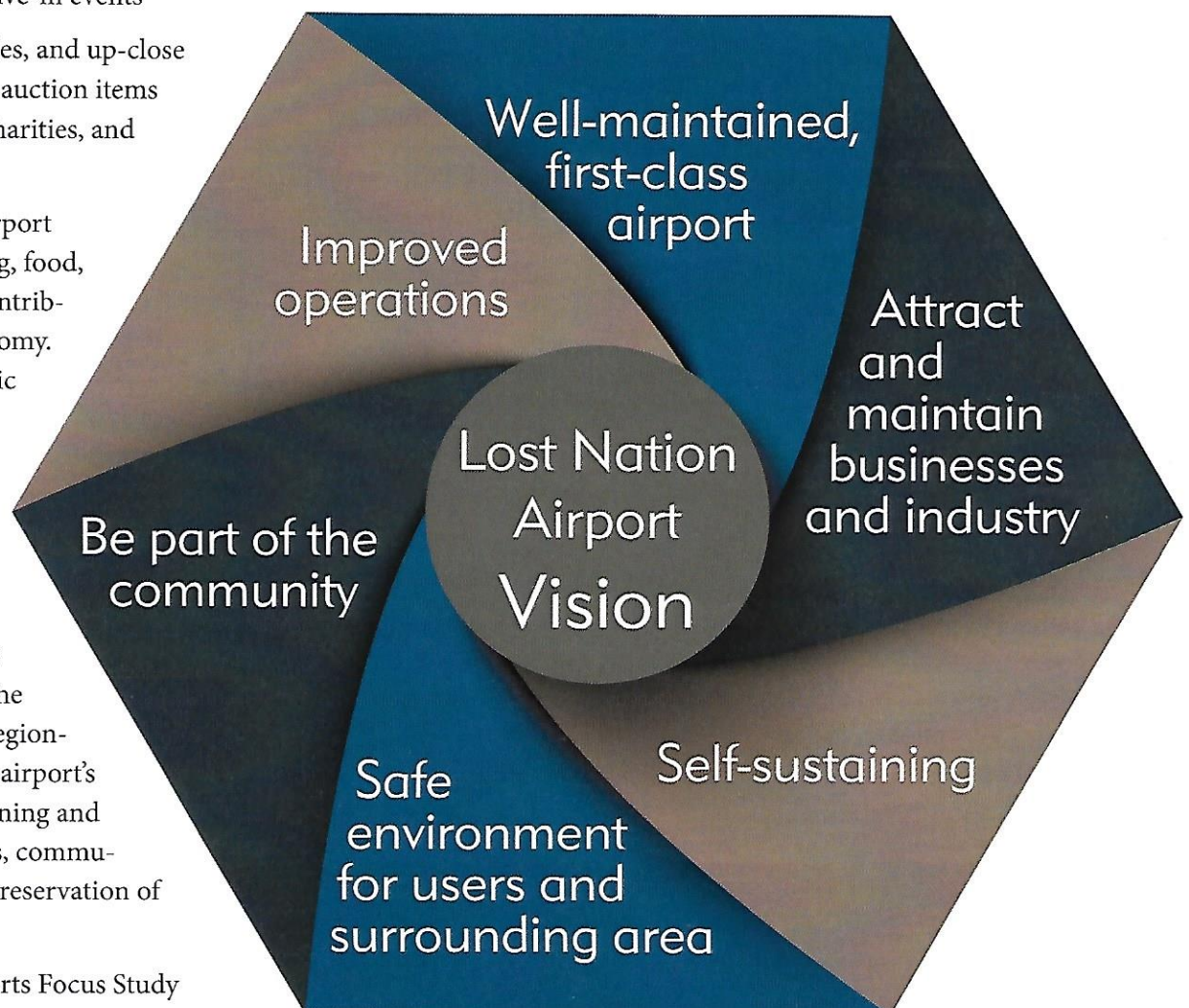
The last master plan was completed in 1999 and the current airport layout plan (ALP) was approved by the FAA on October 6, 2006. A new master plan is needed for several reasons:

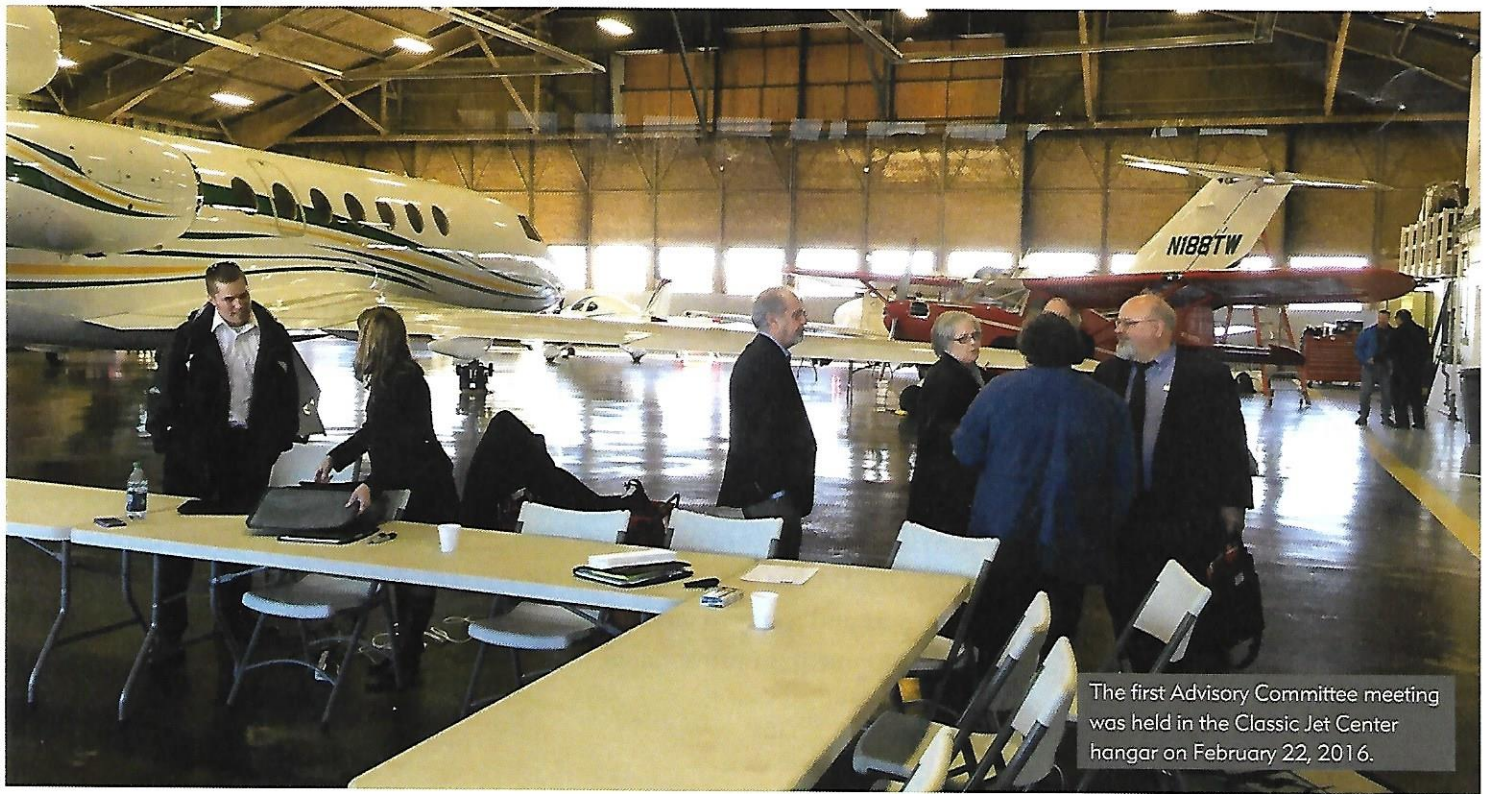
1. With the transfer of ownership, LCOPEDA has a new vision for the airport and wants to guide future development, improvements, and upgrades.

2. The master plan is a basis for ongoing commitments and participation in funding of eligible improvements by the FAA and the State of Ohio Office of Aviation. An FAA-approved ALP (the culmination of a master plan) is required to receive federal funding.

3. The FAA has issued new airport planning and design standards since the last master plan and ALP were completed.

The main objective of the master plan is to outline the vision for the airport and document the extent, type, and schedule of development required to accommodate existing and future needs.





Master Plan Schedule

	Spring 2017	Summer/Fall 2017	Winter 2017	FAA Approval	Design/Construction
Technical Analysis	Phase 1— Existing Conditions	Phase 2— Alternatives/Analysis	Phase 3— Recommendations		
Stakeholder Input	Issues/Needs	Ideas Benefits/Impacts	Project Ranking		
Public Input		✓	✓		
Fact Sheets	✓	✓	✓		

How can the public get involved?

There will be opportunities throughout the project for public engagement and distribution of information. The project schedule above illustrates the process. Project information, including fact sheets and meeting notices, will be distributed and advertised

locally and electronically through email databases. If you'd like to receive notices and project information throughout the process, please contact Kim Fabend at (216) 619-5449 or kfabend@cscos.com.

Questions or Comments?

Contact Kim Fabend of the C&S Companies at (216) 619-5449 or kfabend@cscos.com.

Lake County Ohio
**PORT AND ECONOMIC
DEVELOPMENT AUTHORITY**
AN OHIO PORT AUTHORITY