

I am a pilot who grew up with a father who started flying in about 1948. I started flying in 1973 and am a 1000 hour commercial, instrument, pilot. I sold aircraft parts and equipment for three of the largest aircraft parts wholesalers in the world from their branch offices in the Northwest and called on mechanics in Oregon, Washington, Northern California, Idaho, Montana, and British Columbia.

Lycoming, Continental, and Franklin, the manufacturers of aircraft engines, determine what fuels are to be used in their engines. In the '70's it was forced on the aviation industry to start using 100 low lead. That created a problem for older engines that were manufactured for the higher lead ratings. The problem was burnt and sticking valves, which for aircraft presents a safety problem, engine failure.

It is ridiculous that non-aviation entities such as Miki Barnes and Oregon Aviation Watch should be allowed to make changes that don't affect them. Environmentalism is out of control and needs to be reigned in when lives are at stake. Aircraft are not like cars, you just don't pull over to the curb when the engine stops.

To tax users of standard "approved" aviation fuels is an unfair approach. Hold off on any changes until the FAA and manufactures come up with solutions to the leaded "problem". Besides, leaded av gas is such a small amount compared to the total volume of fuels used, it really is an insignificant issue.

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