

I hope to be there in person on Monday, but just in case I can't, I am sending you my input.

Please consider that a solution to the leaded fuel problem is already underway and set to launch in 2018. If the bill currently under consideration goes forth, it will strike down many of the people that the process launching in 2018 is set to help. Please do not penalize us for trying to maintain our habits until that solution becomes reality, as this may result in many of us not being able to survive in aviation until the release date of the new replacements.

I fly an iconic 1946 J3 Cub and am apparently fairly visible around the Willamette Valley. I am a member of the Ninety-Nines. From the organization website,

The Ninety-Nines is the international organization of women pilots that promotes advancement of aviation through education, scholarships, and mutual support while honoring our unique history and sharing our passion for flight.

Established in 1929 by 99 women pilots, the members of The Ninety-Nines, Inc., International Organization of Women Pilots, are represented in all areas of aviation today. And, to quote Amelia, fly "for the fun of it!"

I am not a commercial pilot, but have given rides to many people being introduced to flying for the first time, and have donated rides to various charities including Westview High School in Beaverton, and Angel Flight Northwest, which is a vigorous network of general aviation pilots who volunteer their time to give rides to those needing medical treatment such as chemotherapy, especially those in rural areas. I have given talks on aviation for the Second Saturday seminars at Willamette Aviation at Aurora Airport, have taught Saturday Academy classes for girls on the topic of aerospace and aviation science at Troutdale airport, and helped with Girl Scout events on aviation at the Salem airport. I recently gave a Young Eagle flight to a 9-year-old boy interested in making a career of being an airline pilot, who had never before been in an airplane, and who further solidified his dedication to his career path after going for a ride in my Cub.

I know that my airplane does a lot to further enthusiasm about flying and I am happy to attend social and semi-professional networking luncheons and dinners in the pilot community. My flying friends and I often fly from the Hillsboro or Aurora area to lunch in Albany at the south end of the field where there is a Chinese restaurant, or the north end of the field to the Cascade Grill, or sometimes we fly to Lebanon, where sometimes a group as big as a dozen of us will pile into two of the airport courtesy vehicles to drive into town to breakfast at the American Legion Hall. Many meetings with our aviation groups include going on a "field trip" to another airport to visit a local business there, such as the Garmin factory at Salem Airport, or Van's Aircraft factory at Aurora Airport. I drive my car to Columbia Airmotive in Troutdale to get parts for my airplane or my mechanic friend's, often stopping at Arby's just off the highway for lunch, and have a number of times driven to or flown to the propeller shop on the airport at Troutdale to drop off, pick up, or check on something, or have made a parts run to the Aviall aviation parts supply place near there. I have flown in to Lenhardt's Airpark in Hubbard and driven with others from there to Hobart Oil Company in Molalla to pick up frequently needed oil for my airplane, then packed up the case of oil in my Cub and flown home or to Independence. My oil tank holds 4-6 quarts of oil. I change the oil every 25 hours of flight to keep the engine running as cleanly as possible. I typically fly about 100-150 hours a year.

My priority on Fridays is to teach piano to several grade school students after their school day. Because of that, on Fridays, I typically start by driving to Twin Oaks to my hangar to get the plane, then flying to

breakfast in Hubbard with a local group of aviators, then fly further south where I often have lunch at local establishments in Independence, helping friends work on airplane projects before the kids get out of school for their piano lessons. Sometimes I remain in the Salem area to have dinner or go shopping.

I have flown to Cottage Grove to eat, have flown in to McMinnville and borrowed the airport courtesy car to go into town to eat and shop, and have flown my (non-pilot) husband to Sunriver where we have stayed the night and rented a tandem bicycle to pedal to dinner at the local golf course restaurant. While at Sunriver, we made several purchases at the gift shop to take home to our family for Christmas presents.

I am planning to head up a fly-out to Cottage Grove for a fly-in pilot bowling party soon, as there is a local bowling alley right next to the airport. Park Grove Bowl has 24 lanes and I hope they can accommodate a large group of aviators descending upon them to bowl in the near future!

We do not own a cabin in the woods. We do not own a boat. We do not own a motorcycle. The plane is our focus for recreation on our days off.

Last summer I flew my little yellow airplane to the West Coast Cub Fly-in in Lompoc, California (July), which included camping out on the way. This was a convention of little yellow airplanes just like ours. We flew alongside another little yellow airplane most of the way down and all the way back. We fueled up at Twin Oaks before we left, stopping again for fuel in Cottage Grove and Grants Pass on the way down, and Oregon fuel stops on the way back included Grants Pass, Roseburg (where we borrowed the courtesy car and went into town for lunch), and Creswell before we arrived back home at Twin Oaks. In 2013, we made the same trip, but we launched 5 little yellow Cubs from Independence to Lompoc and back, flying alongside each other all the way, making stops in Oregon and eating dinner near the airport in Cottage Grove on the way back.

Last summer we also flew to the Madras Airshow where we spent the weekend, rented a hotel room and bought meals at the airshow from local vendors. We flew in to the 2014 WAAAM Airshow in September where we camped under the wing but we bought supplies for that event before we went. When we go on camping fly-outs, we buy supplies at local stores such as REI and Cabela's. We need camping gear such as tents, lanterns, jackets, gloves, batteries, and other things necessary to our camping and comfort. Even when those fly-outs are intended for other state destinations, we buy our supplies in Oregon. If we are forced to decrease our distance or frequency of flight by a fuel subsidy, we will likely make fewer trips, buy fewer supplies, or worse, some of us will be forced to sell our planes which will likely be purchased by buyers in other states if the environment here becomes so hostile to aviation that our planes are difficult to sell to fellow Oregonians.

Please remember that even commercial pilots must start first with general aviation, by learning the basics in little airplanes. This bill would hurt the basics, lashing out at the flight schools locally, which in turn would hurt the commercial airline industry, meaning that it would cost even more to fly on an airliner. This whole thing has the potential for a domino effect.

Why not grant incentive to airport fixed-base operators who are interested in offering ethanol free auto gas? That would provide motivation for more pilot-owners to seek modification to their airplanes to be able to take auto gas. Right now, ethanol damages engines, and that is the biggest deterrent to using autogas at present. Some of us with classic antiques require more time, consideration, modification, and paperwork to get approval to change to using autogas, so it will take a bit, but we will eventually all be on board if

allowed to progress as we have already been doing. My classic J3 is going on 70 years old and cannot change overnight. I am convinced that ethanol will destroy the internal workings of my engine. I prefer to have my engine working when I am flying.

I recently hosted a photo shoot with my airplane at Twin Oaks that included a professional photographer, her assistant, a professional make-up artist, a professional hair stylist, and 12 local high school juniors (11 girls and one boy). We obtained food at the local Subway sandwich shop, donuts from Voodoo donuts, and bottled water and juice from the local grocery store. The photographer purchased a tent for shelter for the models to prep in on that day. The photographer rented costumes and props for the kids to do a 1940's based photo shoot as advertisement, dressing as Rosie the Riveter, Amelia Earhart, and generic early 40's aviators or passengers. This was then made into a couple of video montages and uploaded to Youtube and Twitter, where they have been getting lots of airplay. The aviation theme continued with a follow-up event for about 40-50 teens in attendance. The Tualatin Hills Park & Rec Interpretive Center building was rented for the event which included viewing of the videos and photos projected on a large screen, door prizes were awarded, a prom gown company had gowns on display, catered food was provided, and prizes were awarded from local businesses including massage, nail, and hair salons. The 99's and Lane Community College Aviation Training Program as well as Portland Community College Aviation Training program provided materials to distribute to the teen models. Gleim ground school training booklets were provided by the flight school at Twin Oaks. Other private parties donated commemorative pins and balsa wood airplane models for the students. I also donated 12 rides to these teenagers, which were announced that day. There was a lot of money that changed hands to local merchants over this, in addition to the many items and hours donated by volunteers, but the flying I did for the photo shoot was minimal. Please do not underestimate the far-reaching economic arm of general aviation.

Please take time to watch this video compilation of one of the photo shoots at Twin Oaks Airpark in Scholls, Oregon with my little yellow airplane, "Tumbleweed". Though this was created as an advertisement for the photography studio, the advertisement part of it is minimal while its historic impact is huge. Please keep in mind that these are Oregon teenage models, having their first exposure to aviation. Most, if not all, are 17 years old, and some of them expressed to me a genuine interest in learning to fly.

<https://www.youtube.com/watch?v=WhrS5mUimXE>

In 2012, I flew my little two seater airplane alone in the cockpit to Oshkosh, Wisconsin and back, a 4,000 mile round trip. In addition to two other pilots from Oregon, was interviewed in a full length documentary about the Cub migration I was part of, giving strong representation to Oregon and possibly incentive for visitors to come here. The video just came out a few months ago and I bought ten copies and have been working hard to get the word out about it. The Western Antique Aeroplane and Automotive Museum (WAAAM) had representation there at Oshkosh, as well, with a very early 3-cylinder round engine J3 Cub which was driven there in pieces by truck & trailer, re-assembled on site at the airport at Hartford Wisconsin, and then flown the 45 miles from Hartford, Wisconsin into Oshkosh, Wisconsin as part of the historic flight of 75 Cubs commemorating the 75th anniversary of the birth of the Piper Cub which I am proud to have been a part of. Two other pilots from Oregon who assembled and flew the J3P at Oshkosh, were also interviewed and received wide ranging airplay about this historic event, giving more visibility to the WAAAM museum, which I am positive resulted in more people from out-of-state coming here to Oregon to visit the museum.

I am currently part of a committee working hard to put together various seminars which will be hosted by nationally recognized aviation experts for the Independence Oregon Airport Fly-In in August. We anticipate

a number of flights to Oregon by little airplanes traveling here from other states such as California and Washington, who will be stopping in other parts of Oregon for food and fuel as they make their way to the fly-in at Independence. We expect some attendees to come by commercial airliner from Wisconsin and Chicago for this fly-in.

I am just one little General Aviation pilot with a little tiny two seater airplane! Just think of how many have similar stories to tell!

Please do not trip our ankles when we are just learning to walk toward these new modifications. The prize of unleaded fuel is there, on the horizon, and we are navigating our way there. If you take away our compass now, we might not find the way.

Sincerely,

Vanessa Jump Nelson

Licensed pilot since age 20 (35 years ago)

2012 Recipient of the Spinning Prop Award from the Northwest Section 99's

2015 Recipient of the 99's Northwest Section Award (Scholarship to fly Skiplanes)