

Who I am

MEASURE: HB 3193
EXHIBIT: 3
HOUSE TRANS & ECON DEVEL
DATE: 4/6/15 PAGES: 1
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I'm Gary Dunfee; I live in Beavercreek, Oregon a Vietnam veteran. I am a private pilot who has built my own airplane a RV6A the FAA list me as a "aircraft manufacturer" I have flown it across the US 3 times.

I have given rides to over 500 kids between the ages of 8-17 through the EAA Young Eagles program in my airplane, to give them an inspiration in life, a dream that a lot of people never have. I like to encourage to get a dream for their futures.

Everyone that is here should know that The EPA, FAA, Shell oil and others have been working on a no-lead fuel for aviation for a long time. That Shell says it has a fuel that will work.

This bill (HB3193) does nothing to move the FAA or EPA any faster then they are currently moving. Like all government agencies they move at their own pace and will totally ignore this bill's effects.

The sponsors of this bill should know all of this already. So we should be suspicious that there are ulterior motives behind why they are introducing this bill at this time. I have my own speculations!

In 2007 many pilots were FORCED to switch to the Aviation 100LL fuel in from non-ethanol fuel that they could purchase at most local gas stations. That happened when HB 2210 was handed to our legislators by Ted K. 2 days before the secession ended, without the public knowing it was on the agenda. I attended 2 meetings at the department of agriculture to provide input that produced SB 1079-19 to modify HB2210 (2007)

If they really are as concerned about our environment as the surface of this bill indicates, I think they should put their money where their mouths are. They could give / install for Oregon's department of Aviation "Self Service" premium (92) re-fueling stations at most of the states airports and let pilots use non-ethanol fuel instead of 100LL.

We already had a fuel that worked(s) for a lot of the small aircraft flying today, but politics has made it difficult or near impossible for many pilots to get it. Those of us who have engines with compression ratios below 9.5 to 1 can use the premium non-ethanol "auto gas." My engine has a compression ratio of 8.5 to 1. And I have been using it almost exclusively, but on occasion I mix a little 100LL in with the "winter fuel".

If you and the people pushing this bill are Truly interested in the environment you would go back and rescind HB2210 of 2007. Even the EPA administrators in Washington DC have admitted privately that in the WHOLE/TOTAL process of producing and using Ethanol in our gas we create far more green house gas emissions and environmental harm than what the reduction of green house gas coming out of cars is.

We could also ask the FAA to remove the requirement for "certified" aircraft to use only use 100LL unless they have the STC that is owned by the EAA for use of "auto gas".

When EVERYTHING is considered that goes into producing and using ethanol in our auto fuel it is not a green fuel nor is it renewable. To call it a green renewable fuel is