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**To:** [SENRR Exhibits](#)  
**Cc:** [Mary Rosenblum](#); [Scott Crockard](#); [Ken Scott](#); [J. Rion Bourgeois](#)  
**Subject:** SB 115 meeting Feb 15, 2017  
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Senate Committee on Environmental and Natural Resources

Please count me among those who do not wish SB 115 to become law.

I have been flying long enough to remember clearly when unleaded aviation gasoline became unavailable. Before then, we had two fuels available - unleaded and high octane. Since the aviation gasoline market is a tiny fraction of the automotive market, the major oil companies wanted to cut costs. So they made available a single fuel - the current 100 Low Lead gasoline which caused fewer operational problems for engines designed for unleaded fuel than when they were operated using the leaded high octane gasoline being produced at that time.

Ever since that happened, at the national level two major organizations, the Aircraft Owners and Pilots Association (AOPA) as well as the Experimental Aircraft Association (EAA) have been working with the FAA and the major oil companies to develop a suitable unleaded aviation fuel. For decades now, we have been told that progress is being made and the fuel should be available soon. It is because of this history that we are requesting that an arbitrary deadline not become law.

We pilots and mechanics are quite aware of the hazards of lead in our fuels and would very much like to have the lead eliminated. Many have tried using automotive fuel and experienced problems that led them back to using the only aviation gasoline readily available.

Automotive gasoline would be satisfactory for a fair portion of our private aviation fleet except that it has been required by law to contain alcohol. And the alcohol reacts with parts in our engines in ways that can cause engine stoppage in flight.

I am a private pilot and reside in Clackamas County. I have completed two aircraft for "educational and recreational purposes."

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