

**From:** Thomas Hannah  
**To:** [SENR Exhibits](#)  
**Cc:** [Sen Beyer](#); [Sen Prozanski](#); [Sen Manning](#); [Sen Roblan](#); [Sen Kruse](#); [Sen Baertschiger](#); [Sen DeBoer](#); [Sen Linthicum](#); [Sen Ferrioli](#); [Sen Boquist](#); [Sen Hansell](#); [Sen Johnson](#); [Sen Thatcher](#); [Sen Olsen](#); [Sen Devlin](#); [Sen Hass](#); [Sen Riley](#); [Sen Burdick](#); [Sen Thomsen](#); [Sen Steiner Hayward](#)  
**Subject:** SB115  
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Senator:

Lead in aviation fuels is an important issue that is being addressed with all due haste at both the national and the international level. Many important alternative fuels are being investigated as replacements for leaded avgas, and several leading contenders are being advanced.

However, it is irresponsible wishful thinking for Oregon imagine it would be contributing to the solution by prematurely banning the only available fuel for tens of thousands of vehicles that are vitals component in Oregon's economy.

As Wally Anderson, one of Oregon's leading experts in the field of General Aviation and a nationally-known figure in aviation circles, puts it:

*"The correct approach on this would be to have the FAA approve an alternative replacement that has been tested and approved. Once that is done, provide adequate time for suppliers of aviation fuel to make the change to [provide] the replacement. This is not something that can just be legislated and think [that] that will speed the process. The FAA has a team working on this issue full time in Washington DC. The issue to be resolved is the compatibility issue with hoses and sealants used on a large group of aircraft built over the years and the stability of the fuel left in fuel tanks for a period of time. The chance of premature cylinder failure is also a serious concern. Operations of aircraft will be greatly curtailed until the FAA issues a replacement standard that meets the Type Certificate of each engine and aircraft manufacturer. This could have a devastating effect of the operation numbers out of the Eugene Airport and our staffing levels in the tower. Overall safety of pilots and passengers is at stake with a hastily decision by the State of Oregon. As a national member of the EAA Safety Committee I would strongly recommend a go slow approach on this issue until the FAA issues it's guidelines."*

Thank you for resisting the impulse to arrogate to Oregon a responsibility that properly resides at a higher level, thereby resisting the urge to do great damage to a crucial cog in the Oregon economy.

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