

**From:** Glen Geller  
**To:** [SENR Exhibits](#)  
**Cc:** [Mark Hass](#); [Jeff Barker](#)  
**Subject:** SB115 - a pilot's perspective in opposition  
**Date:** Wednesday, February 15, 2017 11:19:36 AM

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Senate Committee on Environment and Natural Resources  
Meeting Feb 15 2017, 3:00pm  
Re: SB115

Honorable Senators,

I'm Glen Geller, a private pilot and aircraft owner living in Beaverton since 1993, and since 2004 flying my 1955 Piper Tri-Pacer from KHIO Hillsboro.

I support efforts to reduce pollution where feasible, and would support (purchase) unleaded aviation fuel (Avgas) if it were available, but currently there are scant options in Oregon to do so. As I understand the bills, SB115 (and HB2109) would make it illegal to purchase, use or possess leaded aviation fuels in Oregon after 2022.

As an aircraft owner I am wondering what will happen if fuel manufacturers cannot or will not provide compatible fuels by then? Will the thousands of jobs supported by general aviation be lost for lack of fuel that complies with the proposed law? How will Oregon compel pilots from neighboring states to comply with the law, will they be breaking it by simply flying over the state, or landing here?

I believe this proposed law will not benefit the people of Oregon, but will create an excessive burden on general aviation operators, and in an emergency (earthquake etc) will limit vital aviation relief and emergency services to the public.

Until there is a proven, compatible, affordable lead free aviation fuel available across the state, I will strongly oppose this proposed law and I respectfully recommend it be withdrawn at this time.

I will encourage my state senator Mark Hass and state Rep Jeff Barker to oppose it as well.

I welcome your reply and will make myself available to discuss this proposed law, and possible alternatives, at your convenience.

Respectfully,  
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