

**From:** Medicine Shoppe Pharmacy 1367  
**To:** [HTP Exhibits](#)  
**Cc:** [Mary Rosenblum](#); [Rep Sollman](#)  
**Subject:** HB 2109 Leaded aviation fuel ban public hearing February 22, 2017  
**Date:** Friday, February 17, 2017 5:40:17 PM

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Representative Janeen A. Sollman,

I fly a small single-engine gasoline powered aircraft. The fuel stations at all airports in Oregon except one keep nothing but 100 octane low lead (100LL) fuel (blue color) which is designed and approved for airplanes like my Cessna 172. 100LL contains less lead than the older 100/130 (green color) which had no lead limit.

My aircraft has been permitted by FAA by an exception called an Supplemental Type Certificate (STC) to utilize unleaded automobile fuel given it does not contain any ethanol, nickname (MOGAS).

MOGAS is currently difficult to find, to verify it is ethanol-free and to transport.

Not all aircraft can obtain the STC to use MOGAS. What can you do with an aircraft with no legal fuel?

There is currently no FAA approved lead-free alternative for 100LL.

I believe this bill to be an attack on small aircraft rather than lead (Pb). It is my understanding that a small number of people that call themselves Oregon Aviation Watch has been attempting for years to shut down operations at an airport near their home due to noise complaints.

see hyperlink:

<http://portlandtribune.com/ht/117-hillsboro-tribune-news/127178-airport-fight-may-have-rough-landing>

I know the Oregon pilot community to be conscientious and we do not prefer to use leaded fuel. MOGAS cost less than 100LL and may have less spark plug fouling but also is lower octane and therefore more engine knocking. Most pilots don't like that knocking sound.

Until an alternative fuel is available I suggest we postpone passing laws that will put undue strain on an industry that has many important roles in our state.

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