

Subject: Clean 100 Octane Coalition Spring 2011 Update

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Monday, May 23, 2011

It's been a while since the website has been updated, and a lot has been going on. Below is a list of the activities that are now reflected in the website and should bring you up-to-date with the avgas replacement matter, in no particular order:

1. The California-based Center for Environmental Health is bringing suit against California FBOs for being out of compliance with California environmental regulations by distributing a fuel that contains lead. The website contains a summary of the problem and a couple of podcast interviews of individuals central to the matter - all provided by AvWeb.

2. The Clean 100 Octane Coalition was invited to participate in the FAA's Unleaded Avgas Transition Aviation Rulemaking Committee {ARC}, representing the GA user community; the website contains links to the FAA's dedicated ARC webpage; the ARC Charter; the general announcement of the Clean 100 representation and statement of purpose; and reports from the Clean 100 representative, Jon Sisk, President of the Malibu/Mirage Owners and Operators Association. At this time information from the ARC proceedings is very limited - this is expected to change over the next month or so.

3. The Clean 100 hosted a teleconference featuring a presentation by Michael Kraft, GM of Lycoming Engines. Michael is a central player for the discover for an acceptable replacement fuel certification solution. The teleconference materials include a summary of his presentation, including his answers to questions posed by the audience, and an audio track of the presentation. In addition, Michael presented a terrific summary of the problem at a German aviation convention; the Clean 100 has a link to the videocast. Not to be passed by!

4. The Clean 100 hosted teleconferences from both Swift Enterprises and GAMI which presented the status of their candidate fuels. These were wide-ranging, and very informative, sessions. The materials for each include summaries of the presentations, comprehensive question/answer lists from questions posed by the audiences, and the audio tracks. If you want to learn about these candidate fuels - here is the place to do it.

5. You'll find the results of the AvWeb mid-March Dual Fuels Survey posted to the website. Also an article advancing a multiple fuels solution, with a rebuttal from a Clean 100 representative.

6. There is new material provided by several of our type club members, with considerably more to come over the next couple of weeks.

After navigating to the Clean 100 homepage, the best way to efficiently access most of the new material is to scroll down to and click on "To go right to the very latest, please click

100octaneformyplane.com/Background_and_Latest.html#Recent_Events <http://100octaneformyplane.com/Background_and_Latest.html#Recent_Events>

Go through the presented list of items and then explore the various pages which are listed at the top. Here's the home page link:

www.100octaneformyplane.com <<http://www.100octaneformyplane.com/>>

Finally, we are still soliciting letters to legislators imploring the passage of the FAA Reauthorization Bill with language establishing FAA's authority to lead the avgas replacement effort, and related funding. If you haven't done this yet, now is an excellent time. Sample language and a link for identifying contact information for your Congressional representatives is provided.

Respectfully,
your friends from The Clean 100 Octane Coalition