



AIRCRAFT OWNERS AND PILOTS ASSOCIATION

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July 10, 2006

Honorable Gil Gutknecht
United States House of Representatives
Washington, DC 20515

Dear Congressman Gutknecht,

On behalf of the more than 408,000 members of the Aircraft Owners and Pilots Association (AOPA), I am writing to share our concerns regarding the impact of your bill, the "10 by 10 Act" (H.R. 4357), on the general aviation community. Specially, H.R. 4357 requires all gasoline sold for use in motor vehicles to contain 10 percent renewable fuel in the year 2010 and thereafter. While the bill does not call for the blending of a specific renewable fuel, ethanol is the most prevalent renewable fuel currently on the market. This would create a potential safety problem for owners and operators of piston engine aircraft.

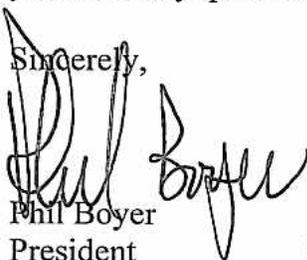
Currently, ethanol cannot be used in general aviation aircraft. Therefore, AOPA urges you to exempt aviation gas (AVGAS) from the requirements of the "10 by 10 Act." States that have enacted laws mandating an ethanol component in gasoline have exempted AVGAS and we request that the federal government do the same.

The use of ethanol has been tested by a number of sources including the Federal Aviation Administration (FAA) and one of the largest piston aircraft manufacturers, the Cessna Aircraft Company. In 2002, Cessna highlighted a number of concerns regarding ethanol-based fuels. These concerns included reductions in range due to higher fuel flows, incompatibility with aircraft fuel systems including electric fuel pumps, inaccurate indications on fuel gauges, and the attraction of moisture into the fuel system. Each of these could lead to engine failure and possible fatal results.

A secondary concern deals with pilots who have obtained an FAA Supplemental Type Certificate (STCs) for their aircraft allowing them to use car gas instead of AVGAS in their aircraft. The two providers of these STCs have sold more than 57,000 copies each of which prohibits the use of alcohol-blended fuels (methanol or ethanol). In response to this concern, state laws have exempted premium grade gasoline with an antiknock index number of ninety-one or greater from all blending requirements. Doing so protects the supply of auto fuel for aviation and other users that require non-blended fuels.

Thank you for your consideration. We look forward to working with you and your staff. Should you have any questions, please contact Christine Corcoran at 202-737-7950.

Sincerely,



Phil Boyer
President