

ABS Developing Fuels Strategy

June 16, 2010



ABS continues to gather information to develop a strategy for addressing the likely end of 100LL avgas production in the next seven to 10 years. Our goal is to ensure whatever replacement fuel is selected permits the continued operation of all Beech Bonanza, Debonair, Baron and Travel Air engines at rated power with as little modification as possible.

This past week ABS has:

...spoken with Tim Roehl, president of [GAMI](#), about its G100UL program to develop a totally unleaded, 100-octane fuel. GAMI is pursuing a parallel track toward obtaining STCs for individual airplane/engine combinations (along the same lines as auto fuel STCs for lower-horsepower engines), and American Society for Testing and Materials (ASTM) certification to permit acceptance for a wide range of engines and airframes. GAMI's STCs applications will be for turbonormalized, IO-550 powered A36 Bonanza and Cirrus SR22 aircraft. G100UL, according to Roehl, may require a new ASTM avgas standard. If G100UL is ASTM approved, GAMI's plan is to license the formulation to an existing fuels manufacturer to ensure production and distribution.

...talked with John Rusek, president of Swift Enterprises, and Andrew Reardon of Swift's board of directors, for an update on development of [SwiftFuel](#). SwiftFuel is currently undergoing ASTM certification testing, as well as operational testing in Piper and Cessna airplanes by Embry Riddle Aeronautical University. Notably, Swift is conducting flight tests using a turbocharged Piper Navajo, employing what is generally considered the most detonation-prone piston engine (a Textron Lycoming TIO-540 variant) with great success. SwiftFuel can be produced in quantity today using idled ethanol production facilities, says Rusek; SwiftFuel strongly disputes recent reports that its fuel would cost \$10 or more per gallon, instead saying Swift Enterprises can deliver it for the same price as 100LL costs today.

...discussed ways to cooperate with other type clubs to make our voices heard, including the Cirrus Owners and Pilots Association, the Malibu/Mirage Owners and Pilots Association, Twin Cessna Flyers, the Mooney Aircraft Pilots Association, Cessna Advanced and others.

...devoted most of an ABS Board of Directors videoconference to discussion of development of a fuels-related strategy, to compel industry and regulators to ensure continued operation of 100-octane engines at rated power without costly engine modifications.

ABS executive director Tom Turner will be meeting with the technical director of the

General Aviation Manufacturers Association (GAMA), AOPA's director of government and regulatory affairs, and the technical director of EAA on June 28th prior to the ASTM fuels conference in Kansas City. ABS Technical Committee chairman Tom Rosen will join Tom Turner on a trip to GAMI in July for a first-hand update on G100UL. After these meetings we plan to convene a call with members of ABS' volunteer [Fuels Member Advisory Committee](#). If you have specific fuels-related, environmental or legislative experience and are willing to help, [let us know](#).

Watch the August issue of *ABS Magazine* for an article on 100LL, detailing:

- What lead in fuel does for our engines
- Why lead's on the way out
- What possibilities are vying to be the 100LL replacement
- What ABS is doing about the issue, and
- What you as a member can do to make your voice heard

You may add your ideas and comments on this issue in [ABS Hangar Flying](#).