

Air Venture 2010 Awareness Building Campaign

Goal:

Expand awareness of the issue and The Clean 100; encourage participation

Message:

A replacement fuel for 100LL has not been named posing significant risk that higher performance engines will be derated or require some currently unknown, and expensive, accessory to function at rated power. The owners and pilots have not been represented in the discussion and need to be at the table, and heard. Support The Clean 100 Octane Coalition.

Story:

1. Any aircraft engine over approximately 230 hp requires the detonation margin provided by a near 100 octane fuel.
2. These are mostly engines with 8.5:1 or greater compression ratios and/or turbocharged
3. Tetraethyl lead {TEL}, a fuel additive, provides the octane boost to 94UL to create 100LL.
4. TEL is an extremely toxic substance.
5. EPA has issued an Advance Notice of Proposed Rulemaking to remove TEL from aviation fuel over the next ten years.
6. EPA will prevail.
7. *A replacement fuel has not been identified.*
8. The aviation industry and the FAA have known of this problem for 30+ years.
9. *A replacement fuel has not been identified.*
10. Time is running short, especially for the engine and aircraft manufacturers who have 5-10 year planning cycles. They don't know what fuel to plan for their engines.
11. Teledyne Continental has announced its decision to design subsequent engines for 94UL, and diesel without any acceptable answer for its legacy fleet of high performance engines.
12. Lycoming has announced that anything less than 100 octane is unacceptable.
13. The alphabet organizations {AOPA, FAA, GAMA, etc.} are only now beginning to actively respond to the issue.
14. The owners and pilots must defend their stake.
15. The Clean 100 Octane Coalition is an informal association of type clubs working in common cause to advocate for an acceptable replacement fuel for 100LL, and an expeditious process for discovering and gaining certification of this fuel.

Campaign Button:

