



Bend High Desert Flyers, EAA Chapter 1345
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DATE: January 29, 2008
TO: Oregon Pilots Association Chapters
Oregon Chapters of the Experimental Aircraft Association
FROM: Dennis Douglas, EAA 1345
SUBJECT: Mogas Survey

Dennis G. Douglas

WE NEED YOUR HELP!

As you are probably aware, the Oregon Legislature has enacted a new law, HB2210, that requires 10% ethanol in all automobile fuels in Oregon. Many pilots use unleaded premium (mogas) in their airplanes. Some use mogas because it is cheaper than avgas and some use it because the high lead content in avgas adversely affects their aircraft engines. When coupled with the fact that TCP is no longer available to scavenge lead from avgas, the ethanol bill will affect some number of aircraft in Oregon. We are trying to determine how many will be affected, and to what degree.

I am requesting that the officers and boards of each OPA and EAA Chapter in Oregon take the responsibility to poll your members and complete and return the attached survey form to me for analysis. That is, each form should represent the polling results from the members of YOUR chapter. I suggest the officers divide your chapter's contact list and call each member to get the needed answers. Please poll your members, complete the survey below and send the results to me by no later than the end of March 2008. Getting a comprehensive response for your chapter is very important to us because the greater the response, the more statistically valid the survey results become.

We will use the results from the forms received, together with the data from the FAA's registration database, and the membership numbers obtained from OPA and EAA to assess the degree of harm to Oregon's aviation community expected to be caused by the ethanol requirement. We will send you the results of the survey after the analysis is completed.

Completing this survey will also provide your chapter with valuable information about the make-up of your chapter. Please do the best you can to get the answers we need.

The survey questions refer to all types of aircraft with reciprocating engines. Call me at the number below if you have questions about the survey. When complete, please mail the results to me at the address shown above, fax the results to me at 541-322-6214, or call me with the results at 541-350-2683. We need the results by NLT the end of March 2008. Thank you.



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ETHANOL/MOGAS SURVEY

Please complete and submit one survey form that represents your chapter.

1. EAA or OPA (circle one)
2. Chapter name: _____
3. Number of members in your chapter: _____
4. Number of members contacted for survey/number responded: _____/_____
5. Number of powered aircraft owned by chapter members: _____
6. Number of types of aircraft owned by members: Certified _____; Amateur-built _____, Ultralight _____, LSA _____
7. How many members of your chapter use only avgas in their aircraft? _____
8. How many members of your chapter use only mogas in their aircraft? _____
9. How many members use some mogas and some avgas in their aircraft? _____
10. Based on the survey results from your chapter, how would you describe the impact of HB2210 to your chapter members (circle one): extremely important, very important, important, mildly important, not at all important.
11. Name and telephone number of contact person (for questions about submitted survey forms): _____

The following questions relate to those members that use Mogas some of the time or all of the time, whether or not they have an autofuel STC.

12. How many aircraft in your chapter have an autofuel STC: _____
13. What was the average cost of purchasing the STCs in your chapter? _____
14. How many total hours per year do the mogas-burning aircraft in your chapter fly? (i.e., ask each member how many hours he flies each year [on average] in his mogas-burner; total the number of hours/year)? _____
15. What is the average hourly fuel consumption rate of the mogas-burning aircraft in your chapter? (i.e., ask each mogas-burning member their average mogas burn rate, then average those values for the survey answer.) _____
16. Number of types of mogas-burning aircraft: Certified _____, Amateur-built _____, Ultralight _____, LSA _____
17. How many members use mogas primarily because it is cheaper than avgas? _____
18. How many members use mogas primarily because of maintenance issues associated with burning avgas or because the engine manufacturer recommends mogas? _____
19. How many members, for airworthiness or safety reasons, do not burn avgas? _____

When complete, please email the results to me at ddouglas@coastside.net, fax the results to me at 541-322-6214, or call me with the results at 541-350-2683. Thank you.