



G100UL[®] Unleaded Avgas – Fact Sheet

1. G100UL Avgas is the only high octane unleaded avgas:

A) Approved by the FAA for use in:

- **ALL aircraft piston ENGINES;**
- **ALL piston powered AIRPLANES.**

2. Aircraft Engine test data demonstrates:

A) No other unleaded avgas current proposed is capable of being approved on the higher powered fleet of existing piston powered Airplanes - - without:

- a. **Expensive (economically impractical) and undefined future modifications; or,**
- b. **Derating the power of those engines and thereby compromising the climb performance and safety of flight (as well as increasing the neighborhood noise level.)**

3. All airports selling G100UL Avgas are free to discontinue use of leaded avgas (100LL) without fear of any adverse impact on their Federal Grant Assurances because:

A) G100UL Avgas fully and completely meets each of the requirements of Section 770 of the 2024 FAA Congressional Reauthorization Act, including:

- a. **FAA approval for use in “nearly all piston engine aircraft and engine models;**

- - and - -

- b. **Meets an FAA approved “standard” determined by the FAA to be the equivalent of an ASTM specification.**

4. Does not require any physical changes or modifications to any aircraft.

5. Is transparent in operation to the pilot and the engine of the aircraft.

G100UL® Avgas – Fact Sheet (continued)

- 6. Other proposed (lower octane) alternatives to 100LL contain ETBE which has recently been determined by the World Health Organization to be a likely cause of human cancer.**
- 7. G100UL Avgas can be mixed / co-mingled with 100LL in the aircraft fuel tanks and in the airport FBO supply / sales tanks and all such “co-mingled” fuel remains both legal and safe for use in all airplanes and engines.**

Note: This capability is absolutely essential to provide a smooth and seamless transition to any new aviation gasoline. No other proposed unleaded avgas alternative meets or can meet this requirement.

- 8. Use of G100UL Avgas provides substantially improved maintenance benefits to the owner-operators, including:**
 - A) Approximately a 50% reduction in engine wear rates as documented by the oil analysis in the AOPA Beech Baron demonstration aircraft which now has 300 hours operating the left engine on G100UL Avgas and the right side engine operating on 100LL.**
 - B) Extended oil change intervals - - typically from (now) 30-50 hours and with G100UL avgas 100-150 hours;**
- 9. G100UL Avgas is priced comparably to existing 100LL avgas.**

Given the current regulatory approval for a high octane unleaded avgas for use in nearly all piston engine aircraft - - One is compelled to ask the following question:

“Is it, now, any longer morally or ethically acceptable, for any airport governing body to allow aircraft to continue to pollute the air around the airports with lead and thereby increase the blood lead levels of the neighborhood children?”

For more information see www.g100UL.com or contact:

Tim Roehl or George Braly at troehl@gami.com & gwbaly@gami.com.



General Aviation Modifications, Inc.

**2800 Airport Rd. Hangar A
Ada, OK 74820
580 436-4833**