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By: Milagros Cortez,
Deputy Clerk

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9 **SUPERIOR COURT FOR THE STATE OF CALIFORNIA**
10 **FOR THE COUNTY OF ALAMEDA**

11
12 CENTER FOR ENVIRONMENTAL
13 HEALTH,

14 Plaintiff,

15 v.

16 AERODYNAMIC AVIATION, *et al.*,

17 Defendants.

Case No. RG-11-600721

Hon. Somnath Raj Chatterjee

**DECLARATION OF BRUCE T.
NELSON IN SUPPORT OF
DEFENDANTS' OPPOSITION TO
MOTION TO ENFORCE AND MODIFY
CONSENT JUDGMENT**

Date: February 25, 2025

Time: 2:30 p.m.

Reservation Number: 690015831804

Complaint Filed: October 20, 2011

DECLARATION OF BRUCE T. NELSON

I, Bruce T. Nelson, declare:

1. I am a general aviation (“GA”) pilot and aircraft owner. I submit this declaration in support of Settling Defendant’s Opposition to Plaintiff Center for Environmental Health’s (“CEH”) Motion to Enforce and Modify Consent Judgment in the above-captioned matter. I have personal knowledge of the matters set forth herein. If called and sworn as a witness, I could and would testify competently thereto.

2. I am a U.S. Federal Aviation Administration (“FAA”)-licensed Private Pilot, airplane single-engine land, with tail wheel and high-performance endorsements. I am also the owner of a 1976 Cessna 180K, serial number 18052782, FAA registration number N61576 (“N61576”). Attached hereto as **Exhibit A** is a true and correct copy of the registration details for N61576, which is publicly available at: <https://registry.faa.gov/aircraftinquiry/Search/>. N61576 is powered by a Continental Motors O-470U piston engine, which requires a high-Octane aviation gasoline (“avgas”), such as 100 Low Lead (“100LL”) or other high-Octane variants. N61576 is based and flown out of Healdsburg Municipal Airport, Healdsburg, CA (“Healdsburg”). I have owned and flown N61576 since March 2007. Since 2007, I have observed no significant mechanical or engine performance problems with N61576. N61576 is always properly maintained and serviced.

3. On November 1, 2024, I purchased the General Aviation Modifications, Inc., (“GAMI”) Supplemental Type Certificate (“STC”) SA01966WI (engine) and SA-01967WI (airframe) for N61576 so that it could use GAMI’s G100UL high-Octane unleaded avgas. On November 2, 2024, I flew N61576 from Healdsburg to Reid-Hillview Municipal Airport of Santa Clara County, CA (“Reid-Hillview”) because I had learned that GAMI was providing its STC’s for free that day to aircraft owners who are based at Reid-Hillview and would also provide 25 gallons of G100UL, at no charge, to aircraft owners based at airports within a close radius to Reid-Hillview.

4. On November 2, 2024, I fueled N61576 with 55 gallons G100UL, which mixed with the approximately 25 gallons of 100LL that was already in the airplane’s fuel tanks. On this

1 same date, GAMI co-founder George Braly and I posed for a photograph in front of N61576,
2 taken by another person with my personal cellular telephone, which is attached hereto as **Exhibit**
3 **B**. I then flew from Reid-Hillview back to Healdsburg.

4 5. Over the next six flights in N61576, which occurred from November 2-10, 2024, I
5 observed that my engine behaved differently than it had before I introduced the G100UL fuel into
6 the airplane. I observed the range of exhaust gas temperatures (EGT), measured in Fahrenheit, on
7 N61576's engine cylinders went from 140 degrees to approximately 190-200 degrees. The
8 following is an account of my flight time from November 2-10, 2024: (1) November 2, 2024: 1.3
9 hours; (2) November 7, 2024: 1.8 hours; and (3) November 10, 2024: 2.4 hours.

10 6. On November 10, 2024, I also observed what appeared to be seeping fuel that
11 stained N61576's fuselage, by the fuel vents. Attached hereto as **Exhibit C** is a photograph that I
12 took of the staining, which I affirm to be true and correct. On November 11, 2024, I took a
13 photograph of what appeared to be fuel seeping out of the fuel filler cap on N61576's wing,
14 which I affirm to be true and correct, which is attached hereto as **Exhibit D**.

15 7. During subsequent flights of N61576, the same engine performance issues were
16 present. On January 31, 2025, after removing the cowl for maintenance I observed N61576's
17 carburetor intake to be dirty and stained in a manner I had not previously observed with the
18 airplane before I first used the GAMI G100UL fuel, which I documented with a photograph that I
19 took; this photograph, which I affirm to be true and correct, of the carburetor intake is attached
20 hereto as **Exhibit E**.

21 8. All the staining required several hours of labor to remove them with a
22 buffer tool, which I did myself. Based on the staining and engine performance issues that I
23 observed in N61576, after using the GAMI G100UL fuel, I will not use it again. On November
24 10, 2024, I made this decision and started adding 100LL fuel to dilute the remaining G100UL in
25 my wing tanks. I subsequently burned-off the G100UL fuel from the airplane by flying it and
26 only replacing the used fuel with 100LL.

27 9. I am also now aware that Textron Aviation does not approve the use of G100UL in
28 its airplanes. Attached hereto as **Exhibit F** is Textron Aviation's Single-Engine Piston

1 Communicué SE-P-006, dated December 19, 2024. The Textron notice covers all single-engine
2 Cessna airplanes, including my Cessna 180.

3 I declare under penalty of perjury under the laws of the State of California that the
4 foregoing is true and correct. Executed this 17th day of February, at Healdsburg, CA.

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By: Bruce T Nelson
Bruce T. Nelson

EXHIBIT A

FAA REGISTRY

N-Number Inquiry Results

N-NUMBER ENTERED: 61576

AIRCRAFT DESCRIPTION

Serial Number	18052782	Status	Valid
Manufacturer Name	CESSNA	Certificate Issue Date	06/20/2007
Model	180K	Expiration Date	07/31/2027
Type Aircraft	Fixed Wing Single-Engine	Type Engine	Reciprocating
Pending Number Change	None	Dealer	No
Date Change Authorized	None	Mode S Code (base 8 / Oct)	52002275
MFR Year	1976	Mode S Code (Base 16 / Hex)	A804BD
Type Registration	Individual	Fractional Owner	NO

REGISTERED OWNER

Name	NELSON BRUCE T		
Street	PO BOX 1027		
City	HEALDSBURG	State	CALIFORNIA
County	SONOMA	Zip Code	95448-1027
Country	UNITED STATES		

AIRWORTHINESS

INFORMATION PROVIDED HERE SHOULD NOT BE USED TO DETERMINE THE AIRWORTHINESS OF AN AIRCRAFT.

Refer to 14 CFR Parts 39, 43, 91, and FAA Order 8130.2 for airworthiness regulations and guidance.

Type Certificate Data Sheet	None	Type Certificate Holder	None
Engine Manufacturer	CONT MOTOR	Classification	Standard
Engine Model	O-470 SERIES	Category	Normal

A/W Date	11/26/1976	Exception Code	No
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The information contained in this record should be the most current Airworthiness information available in the historical aircraft record. However, this data alone does not provide the basis for a determination regarding the airworthiness of an aircraft or the current aircraft configuration. For specific information, you may request a copy of the aircraft record at <https://aircraft.faa.gov/e.gov/ND/>

OTHER OWNER NAMES

None

TEMPORARY CERTIFICATES

None

FUEL MODIFICATIONS

None

DEREGISTERED AIRCRAFT

None

The duration of aircraft registration certificates has been extended up to 7 years. The Registry will be issuing revised certificates in batches based on the former expiration date. For verification purposes, even though the expiration date on the registration certificate may not match the expiration date in the FAA Aircraft Registration database, any registration certificate displaying an expiration date of January 31, 2023 or later is still valid. This applies to all foreign Civil Aviation Authorities or anyone else with a verification need.

You are accessing a U.S. Government authorized information system, which includes (1) this computer, (2) this computer network, (3) all computers connected to this network, (4) all devices and storage media attached to this network or to a computer on this network, and (5) all cloud services and hosting environments supporting this information system. This information system is provided for U.S. Government-authorized use only.

Unauthorized or improper use of this system may result in disciplinary action, as well as civil and criminal penalties.

By logging in and using this information system, you understand and consent to the following:

- You have no reasonable expectation of privacy regarding communications or data transiting or stored on this information system.*
- At any time, and for any lawful Government purpose, communication between the user and this information system, data transiting to/from the system, or stored on this system is subject to monitoring, interception, and search.*

- ***Any communications or data transiting or stored on this information system may be disclosed or used for any lawful Government purpose.***

EXHIBIT B



EXHIBIT C

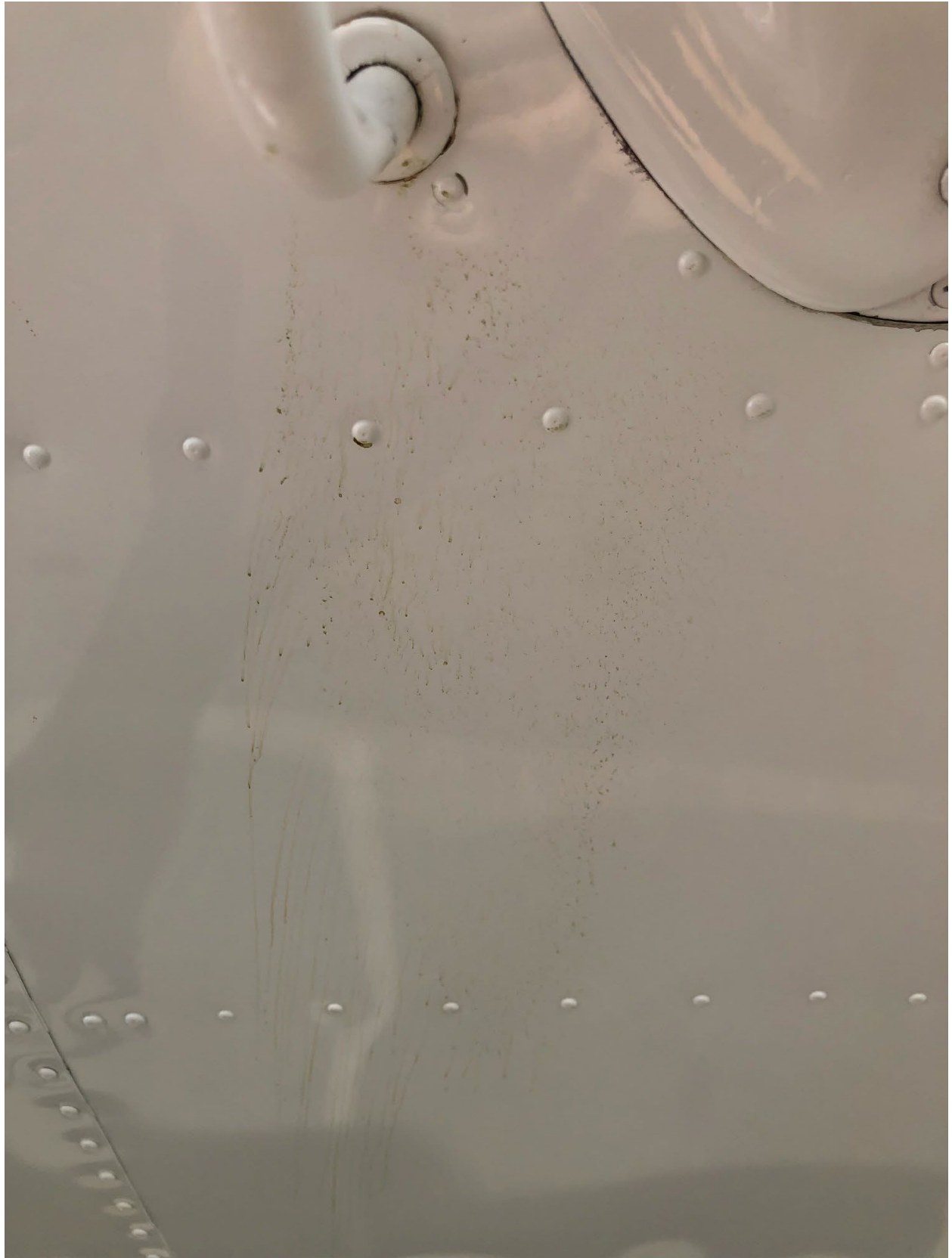


EXHIBIT D



EXHIBIT E



EXHIBIT F



Single-Engine Piston Communiqué

Communiqué SE-P-006
December 19, 2024

ATA 28 – Use of Unleaded Fuels Not Yet Approved by Textron Aviation or Engine Manufacturers

Affected Models:

All Single Engine Cessna and Beechcraft models that utilize aviation gasoline.

Textron Aviation has been working with FAA, fuel manufacturers and distributors, airports, and other Original Equipment Manufacturers for a number of years in an effort to identify, test and certify alternative fuels to replace leaded fuels in order to eliminate lead-based additives from aviation fuel. For example, Textron Aviation has previously approved UL91 and UL94 (manufactured under ASTM D7547) for use in certain Textron Aviation aircraft.

As a part of these ongoing efforts, Textron Aviation has been actively involved in and providing technical and in-kind support to both the FAA Piston Engine Aviation Fuels Initiative (PAFI) and in the Eliminate Aviation Gasoline Lead Emissions (EAGLE) programs. Each of these programs seeks to provide comprehensive testing of candidate replacement fuels for engine performance, materials compatibility, and operational safety.

Textron Aviation is aware that there are certain aviation fuels that have been granted Supplemental Type Certification (STC) for use in certain aircraft engines through the FAA in a process that is separate and apart from the PAFI and EAGLE programs. For example, the GAMI G100UL fuel received such an STC approval. Because the STC process, unlike the PAFI and EAGLE programs, does not involve broad aviation industry coalition participation, neither Textron Aviation nor its engine suppliers, Lycoming and Continental Motors, have had the opportunity to conduct the type of comprehensive and wide-ranging performance, compatibility and operational testing with respect to that fuel needed to provide a basis for approval of the fuel for use in Textron Aviation's current and legacy fleet of Cessna and Beechcraft aircraft.

Textron Aviation has been made aware that at least one other aircraft OEM has begun more comprehensive testing of GAMI G100UL in their airframes. Textron Aviation has also been made aware of reports indicating that two different OEMs have been advised of reported issues with fuel tank sealant degradation following exposure of those sealants to G100UL. These kinds of reported materials compatibility issues give rise to concerns about the continuing airworthiness of aircraft that may be operated on fuels that have not yet been comprehensively tested by Textron Aviation and/or by its engine suppliers.

The continued airworthiness and operational safety of our products and their reliable service to our customers and their passengers is of paramount importance to Textron Aviation. For these reasons, Textron Aviation has not yet approved G100UL for use in its piston engine products. Such approval can only be made by Textron Aviation if the fuel is approved by its engine

suppliers and has also undergone testing to confirm its airframe fuel systems performance, compatibility, and operational safety.

Please refer to applicable Textron Aviation approved Owner's Manuals, Pilot Operating Handbooks, Aircraft Flight Manuals, placards, and Service Bulletins SEB-28-04R1 or MEB-28-01 (or later revisions) for a listing of fuels that are Textron Aviation approved for use in your aircraft.