



## Swift Response to the article "What I learned at Oshkosh" *Flying Magazine November 2009*

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In this article, a candidate alternative fuel for 100LL, 94UL, is cited as being the most apt candidate to become the successor to 100LL. Swift Fuel is not mentioned in name; however, it is intoned in the following passage:

"Though some biofuels or other alternatives look promising in engine tests, building a system to get some new fuel safely into fuel tanks is prohibitively expensive for such a small market as avgas."

This statement is without a doubt accurate. The aviation gasoline market is a tiny sliver, approximately 15,000 barrels daily in the US, compared to the motor gasoline fuels market, 8,989,000 barrels a day. However, the aviation gasoline marketplace is one of, if not the most, restricted and regulated markets for fuels that exist. Thus, as the writer indicates, manufacturing the fuel is but one step, ensuring delivery of the fuel from refinery to aircraft fuel tank is another. Swift is well aware of these challenges. When Swift fuel moves into pilot and full production, we must ensure that the delivery of the fuel has the same stringent quality assurance that will go into the manufacture of the fuel.

"To this end, we are working with Avfuel as well as the other five branded marketers who distribute aviation gasoline in the US. Swift is confident that through collaborations with the branded six suppliers we can identify and solve the logistical challenges in bringing this product to market," quotes John Rusek, a co-founder and chief chemical engineer at Swift.