

George graduated from Brown University in 1970 with a degree in aeronautical engineering. While an undergraduate student at Brown, he worked off-campus as a flight instructor for three years. He currently holds a CPL, S&MEL, Instrument and CFII. Since his college days he has run ten aircraft engines to TBO. He is the Head of Engineering at General Aviation Modifications, Inc. (GAMI) and is the designer of GAMIjector© fuel injectors, the Whirlwind System III Turbonormalizing system, and the highly successful center-spar structural repair (Airframe Life Extension Cable) which saved the fleet of T-34 aircraft from FAA grounding due to structural fatigue problems. He routinely flies several different certified and experimental aircraft, including Bonanzas, an Experimental TN B-58 Baron, and a T-34. He has spent the last 12 years focused on the certification of a fleet wide AML STC for the use of G100UL high octane avgas in the entire fleet of General Aviation spark ignition piston engines and associated aircraft. All of the FAA required certification testing and compliance findings are complete and approved by the FAA. At present, the final signature on those AML STCs is pending FAA Headquarters Authorization for the Wichita Aircraft Certification Office to sign and deliver those, otherwise, fully completed STCs.