

PRIST HI-FLASH - USE & HANDLING

FUELS PRIST HI-FLASH IS ADDED TO:

PRIST HI-FLASH can be added to all jet fuels (Jet A, Jet A-1, JP-5, JP-8) for use in all types of turbine powered aircraft (fixed wing and helicopter).

PRIST HI-FLASH should also be added to all grades of 'AvGas' (80/87, 100/130 and 100LL) for fueling any aircraft operating in extremely cold climates or in aircraft that are flying in freezing temperature for extended periods of time.

HOW PRIST HI-FLASH IS USED:

PRIST® Hi-Flash™ Fuel Additive must be injected into a stream of fuel and not "poured" or "splash blended" into a tank.

PRIST® Hi-Flash™ Fuel Additive is usually applied into the fuel by means of an injector system which is downstream of the final filter/water separator on the fueling unit (truck or stand).

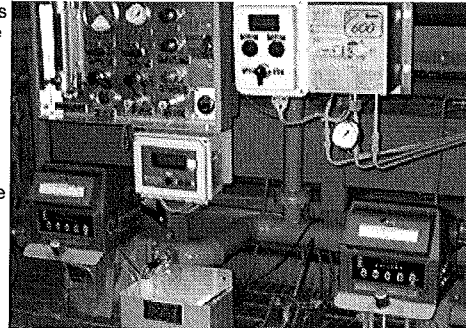
It is available in 20oz aerosols, 5 gallon pails, 55 gallon drums, 325 gallon tote tanks and bulk truck deliveries.

PRIST HI-FLASH is also packaged as "HI-FLO" aerosol cans for adding to fuel at the delivery nozzle during fueling.

For fueling from slower flowing fueling systems (ie: remote or hand pumps), or into aircraft requiring slower fueling (ie: helicopters); PRIST HI-FLASH comes in a 'LO-FLO' version specifically designed to mix properly under these fueling conditions. PRIST HI-FLASH LO-FLO comes in 8 oz aerosol cans.

For further details on use and application of PRIST, please refer to:

- Product Specifications
- Safety & Health Info
- Aircraft Requiring PRIST HI-FLASH
- Frequently Asked Questions

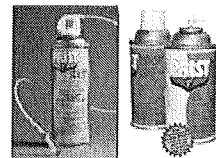


Hi-Flash Hi- Flo vs. Hi-Flash Lo-Flo

What's the Difference?

The two products are identical in chemical formula. Hi-Flo additive simply means the can delivers the product at a rate compatible with a 40 to 55 gall per minute fuel nozzle rate.

Lo-Flo additive can deliver the product at a rate which is typical of avgas, which is 15 to 20 gallons per minute. Lo-Flo is also used in helicopters, which typically have to be fueled slowly.



How do you ensure the product is applied properly?

PRIST® Hi-Flash™ Fuel Additive must be added in the aircraft fueling process. It must be injected into a stream of fuel. It must not be "poured" or "splash blended" into a tank of fuel.

The most common place that PRIST® Hi-Flash™ Fuel Additive is applied is downstream of the final filter/water separator. This ensures that the proper additive concentration is applied at the last point before entering the aircraft that requires the additive for safe flight.

Some fuel suppliers offer "Pre-Blended" fuel which means the additive is injected into the fuel at the time of loading of an over-the-road transport.



>>> Home

Hi-Flash Anti-Icing Additive:

- > General Info
- > History
- > Details
- > Use & Handling
- > FAQ
- > Safety (incl. MSDS)
- > Drum Pump Safety
- > Aircraft Requiring Prist
- > Aviation Fuels Info

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This is an acceptable way to apply the additive, although caution must be observed to keep the fuel dry at all points downstream in the delivery chain as the additive will accumulate to any water in the fuel system, reducing the additive concentration required by the aircraft.

How much fuel will a drum or a pail treat?

Additive application = 1000-1500 PPM (1250 PPM Target)

1-1.5 gallons of additive to 1000 gallons of fuel
128 to 192 oz. to 1000 gallons of fuel
12.8 oz. to 19.2 oz. per 100 gallons (16 oz. target)

55 gallon drum = 7040 oz. (@128 oz./gallon)
7040 oz. divided by 16 oz. target treats = 44,000 gallons

5 gallon pail = 640 oz. (@128 oz./gallon)
640 oz. divided by 16 oz. target treats = 4,000 gallons

What is the proper mixing ratio of PRIST® Hi-Flash™ to AvGas and Jet turbine fuels and why is this important?

PRIST® Hi-Flash™ Fuel Additive should be mixed properly at the correct ratio of 0.10-0.15% by volume or 1000-1500 PPM. Proper mixing of PRIST® Hi-Flash™ Fuel Additive in to AvGas and turbine Jet fuels is critical to its effectiveness at preventing freezing of suspended water in jet fuel. PRIST® Hi-Flash™ Fuel Additive cannot simply be poured or dumped into fuel, as it will coagulate and sink to the bottom. This means the fuel being "splash blended" will have a low concentration and the water in the bottom of the tank will have a high concentration of Diethylene glycol Monomethyl ether (DIEGME). This may even cause microbial growth to accelerate.

Improper mixing can also lead to early separation of PRIST® Hi-Flash™ Fuel Additive from suspension in aviation fuels. This can be worsened when an aircraft is stored outside in direct sunlight. The condensation as the tank heats in daylight and cools at night leads to water formation via condensation. The PRIST® Hi-Flash™ Fuel Additive will separate out and settle in the bottom of the tank leaving a very high concentration of PRIST® Hi-Flash™ Fuel Additive in the low points over a period of time.

The main ingredient in PRIST® Hi-Flash™ Fuel Additive, Diethylene glycol Monomethyl ether (DIEGME), a strong solvent that can damage fuel bladders and filters in high concentrations. For this reason, we do not recommend long-term storage of your aircraft containing fuel treated with PRIST® Hi-Flash™ Fuel Additive.

How can we ensure we have the proper concentration of PRIST® Hi-Flash™ Fuel Additive?

The only absolute way to make sure that enough PRIST® Hi-Flash™ aviation fuel additive is in the fuel provided to aircraft is to take a sample at the delivery hose and test it. The sample should be taken into a clean sample container and a B-2 Refractometer field test should be performed. The Refractometer should be one designed to evaluate DIEGME in aviation fuel and should have a scale from 0.0 - 0.25 in either the HB or BRIX scales. The only other way to verify if level of are correct is to have a fuel sample properly placed into an epoxy lined sample container and delivered to a laboratory for an ASTM D-5006 evaluation which is the Standard Test Method for Measurement of Fuel System Icing Inhibitor in Aviation Fuels.

Does the PRIST® Hi-Flash™ Fuel Additive have a shelf life?

As long as it is stored correctly, PRIST® Hi-Flash™ has no shelf life. It is important that it be kept as dry as possible and that the container remains sealed to prevent contact with water or moist air. Because of its natural tendency to seek out water, its effectiveness will be greatly reduced if it comes into contact with water in any way. If the container rusts, is punctured, or the cap is left off, it can compromise the quality of the product and should not be used unless analyzed for chemical content. When venting this product, a desiccant dryer must be applied to the inbound vented air to remove moisture.