

# WHEN THE WE LL RUNS DRY

HERE'S TH' CAN, J. B.

IT'S YOUR TURN TO GO FOR FUEL.

If your favorite throttle jockey sets down his turbine engine powered bird and can't locate any JP-4, MIL-T-5624, commercial Jet B fuel with MIL-I-27686 icing inhibitor is preferred over JP-5.

Use of JP-5, or a commercial substitute for it, for long periods of time may coke up an engine and add to your maintenance chores.

Clip this chart, crewchiefs, and put it in the aircraft log book for easy reference.

ASK FOR "PRIST"

WHO ME...?

If you are sure that icing inhibitor is not in a commercial fuel that you buy, hot pilots, ask for an aerosol can of commercial Prist. It's the only known icing inhibitor at commercial airports.

The word's in USAAAVS Msg FDAR-AL 231500Z Jan 74.

Never add Prist to fuel which has ice inhibitor. Too much inhibitor can damage elastomers in the fuel system.

Add the inhibitor according to directions on the can as your bird is being refueled.

Icing inhibitor MIL-I-27686 can only be added to fuel by the use of special mixing equipment.

## SOURCE

### U.S. MILITARY FUEL

### NATO CODE NO.

### COMMERCIAL FUEL (ASTM-D-1655)

AMERICAN OIL CO.  
ATLANTIC RICHFIELD RICHFIELD DIV.  
B.P. TRADING  
CALTEX PETROLEUM CORP.  
CITIES SERVICE CO.  
CONTINENTAL OIL CO.  
GULF OIL  
EXXON CO. USA  
MOBIL OIL  
PHILLIPS PETROLEUM  
SHELL OIL  
SINCLAIR  
STANDARD OIL CO.  
CHEVRON  
TEXACO  
UNION OIL

### FOREIGN FUEL

BELGIUM  
CANADA  
DENMARK  
FRANCE  
GERMANY (WEST)  
GREECE  
ITALY  
NETHERLANDS  
NORWAY  
PORTUGAL  
TURKEY  
UNITED KINGDOM (Britain)

## APPROVED FUELS

### PRIMARY OR STANDARD FUEL

JP-4 (MIL-T-5624)

F-40 (WIDE CUT TYPE)

### JET B

AMERICAN JP-4  
ARCOJET B

B.P.A.T.G.  
CALTEX JET B

CONOCO JP-4  
GULF JET B  
EXXON TURBO FUEL B  
MOBIL JET B  
PHILJET JP-4  
AEROSHELL JP-4

CHEVRON B  
TEXACO AVJET B  
UNION JP-4

### NATO F-40

BA-PF-2B  
3GP-22F  
JP-4 MIL-T-5624  
AIR 3407A  
VTL-9130-006  
JP-4 MIL-T-5624  
AA-M, C 1421  
JP-4 MIL-T-5624  
JP-4 MIL-T-5624  
JP-4 MIL-T-5624  
JP-4 MIL-T-5624  
D. ENG RD 2454

### ALTERNATE FUEL

JP-5 (MIL-T-5624)

F-44 (HIGH FLASH TYPE)

### JET A

AMERICAN TYPE A  
ARCOJET A  
RICHFIELD A

CITGO A  
CONOCO JET-50  
GULF JET A  
EXXON A  
MOBIL JET A  
PHILJET A-50  
AEROSHELL 640  
SUPERJET A  
JET A KEROSENE  
CHEVRON A-50  
AVJET A  
76 TURBINE FUEL

### JET A-1/NATO F-34

ARCOJET A-1  
RICHFIELD A-1  
B.P.A.T.K.  
CALTEX JET A-1

CONOCO JET-60  
GULF JET A-1  
EXXON A-1  
MOBIL JET A-1

AEROSHELL 650  
SUPERJET A-1  
JET A-1 KEROSENE  
CHEVRON A-1  
AVJET A-1

### NATO F-44

3-6F-24e

UTL-9130-007/UTL 9130-010

AMC-143

D. ENG RD 2493

D. ENG RD 2498

### NOTE

Anti-icing and Biocidal Additive for Commercial Turbine Engine Fuel—The fuel system icing inhibitor shall conform to MIL-I-27686. The additive provides anti-icing protection and also functions as a biocide to kill microbial growths in aircraft fuel systems. Icing inhibitor conforming to MIL-I-27686 shall be added to commercial fuel, not containing an icing inhibitor, during refueling operations regardless of ambient temperatures. Refueling operations shall be accomplished in accordance with accepted commercial procedures.