



Prist Aerospace Products,

Headquarters: P.O. Box 3087 Conroe, TX 77305

Toll Free: (800) 354-2853 Website: www.pristaerospace.com

The correct way to use the 20oz Aerosols of Prist® Hi-Flash Hi-Flo Anti-icing Aviation Fuel Additive (FSII):

- You attach the clip (which is on the 3ft. poly tube which is attached to the trigger mounted on the 20oz Aerosol can); to the fuel nozzle with the end of the poly tube pointing into the Fuel flow.
- Remove and dispose of the red safety tab on the top of the trigger sprayer nozzle.
- Start your fuel flow then squeeze the trigger on the spray nozzle of the Aerosol can and continue holding trigger during fueling.
- The additive should be blending into the fuel at this point, if not stop and adjust the poly tube until it pointing into the fuel flow.
- If you are just pointing the aerosol can into the tank the majority of the additive will fall to the bottom of the wing or tank being fueled.
- Caution: Assure that Prist is directed into and blends with flowing fuel from refueling nozzle.

Sincerely,

Prist® Aerospace Products
Joe Mattingly



Prist® Aerospace Products, Div of CSD, Inc.

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QUALITY MATTERS

SAFE HANDLING, STORAGE AND DELIVERY OF PRIST

Prist® (AKA: FSII fuel system icing inhibitor, anti-icing additive etc.) is a chemical that is handled in one way or another by most airport operators, more specifically, those operators selling Jet fuel.

Though Prist® by many assessments is a harsh chemical, if simple steps are taken to properly handle, store and deliver the product, many unnecessary headaches can be avoided. More importantly, the failure to properly handle, store and deliver Prist could result in product contamination or worse, and aircraft accident.

1. Prist® is a Hygroscopic chemical and will pull humidity from the air.

A hygroscopic chemical is defined as one that attracts and/or absorbs water from its environment. Prist® is one of these chemicals because it is designed to attract and bind to water in an aircraft's fuel tank and to prevent that water from freezing and lowering the fuel's freeze point.

2. Drums should always be stores inside of a dry shelter or covered very well.

This will prevent drums from corroding and potentially allowing air or water to enter the drum.

3. All pumps must be of Stainless Steel or Ryton plastic. All connections, fittings, adaptors, exposed to the environment should be the same material and Teflon tape used.

Prist® is a highly corrosive chemical when alone in its concentrated form. It has been known to break down the internal parts of transfer pumps rapidly. The use of these materials will lengthen the lifespan of your Prist® handling equipment.

4. Drum and injector systems must have desiccant driers used at all times.

It is essential to keep moisture out of Prist® storage tanks. Air, which contains humidity, must pass through a desiccant dryer if it is to come in contact with additive. Keep in mind that once most of the crystals in a desiccant dryer have turned pink, it is time to replace that dryer.

5. Pump connections on drums must be tight and covered at all times.

Again, this will prevent moisture from contaminating the additive.

6. If you are not sure of the cleanliness of all connections from your pump to the nozzle fitting the five (5) gallon pails or the storage container on the fuel truck, flush at least a quart of product into a clean container and check it to be clear of any color or debris. If there is color flush 2 more quarts it should be clear and good to use.



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- 7. If you have a rotary pump, when the container is full, turn the transfer pump handle in reverse and the product in the hose and pump will pump back into the drum.**

This practice will prevent the Prist® from sitting stagnant in the pump and piping. This will prevent moisture contamination and lengthen the life of your pump, hoses and fittings.

- 8. Additive injectors should be checked and calibrated monthly to ensure that the amount of Prist® is being delivered to the aircraft during fueling.**

Proper additive application is 1000-1500 parts per million [ppm] (1250ppm is the target amount). This is roughly 1-1.5 gallons of Prist® per 1000 gallons of fuel and 12.8 oz. – 19.2 oz. per 100 gallons of fuel (16 oz. being optimal).

- 9. Prist® should be injected downstream of filters using a calibrated additive injector and never added (splash loaded) into a storage tank.**

Prist® which is added to a storage tank in this manner will most likely not properly mix or evenly blend to the fuel at the correct ppm throughout. This can cause the obvious problem of over or under additization of fuel, but can also lead to APPL jelly contamination if a significant amount of Prist® settles to the bottom of a storage tank.

- 10. Regularly sump additive storage tanks and aircraft fuel tanks (the latter is the most common mistake regarding Prist® besides the failure of operators to replace desiccant dryers).**

This will prevent contamination, formation of APPL jelly and will keep from mixing water and becoming corrosive to tanks.

Remember, quality matters.



Joe Mattingly
Salesman

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