ASCENT Project 89

Characterization of Compositional Effects on Dielectric Constant

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Cost Share Partner:

Objective:

- Generate dielectric data on a range of conventional and synthetic fuels to help minimize uncertainties & speed SBC approvals

Project Benefits:

- Minimize uncertainties in aircraft fuel tank quantity gauging when aircraft are operated with SATFs and/or their blends
- Help speed future synthetic aviation fuel approvals through the ASTM D4054 process

Research Approach:

- Determine the typical range of dielectric values for conventional fuels
- Compare with approved SBC & SATF candidates
- Determine how compositional differences affects measured dielectric values

Major Accomplishments (to date):

- Stanhope-Seta JetDC instrument ordered
- Membership and participant in EI Dielectric Task Group
- Provided test fuels for ILS

Future Work / Schedule:

- Install instrument
- Participate in EI ILS
- Begin project once funded.

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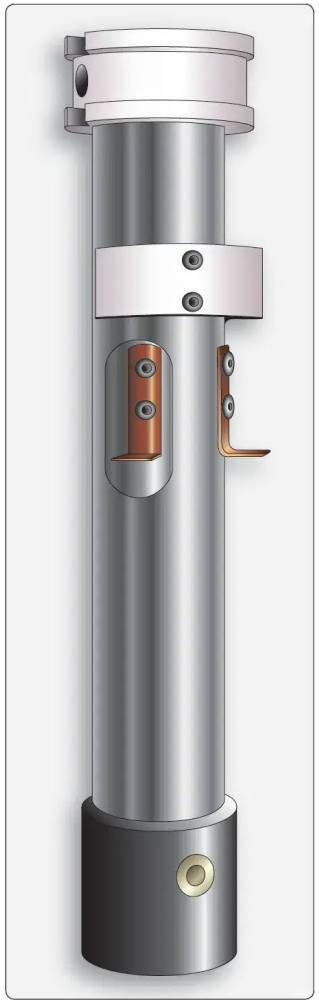
Dielectric Constant

- Used for fuel tank gauging – capacitance gauges, concentric tubes
  - Assumes known relationship between dielectric & density – "Clausius Mossotti relationship"
  - Airframe OEMs concerned that candidate SAF behavior may be too different
- Current method ASTM D924 not designed for jet fuel
  - Aircraft technology is different – e.g., frequency
- UK Energy Institute developing new method
  - Stanhope-Seta instrument – EI Spec
  - ILS – 8 labs, 15 fuels with varying density properties
  - Supported by airframe OEM, i.e., Airbus & Boeing
- New Project P89 – extend ILS
  - Measure wide range of samples & temperatures
  - Effect of species classes – e.g., cycloparaffin level
  - comparison of new instrument with ASTM D924



Dielectric Behavior vs Density/Temperature